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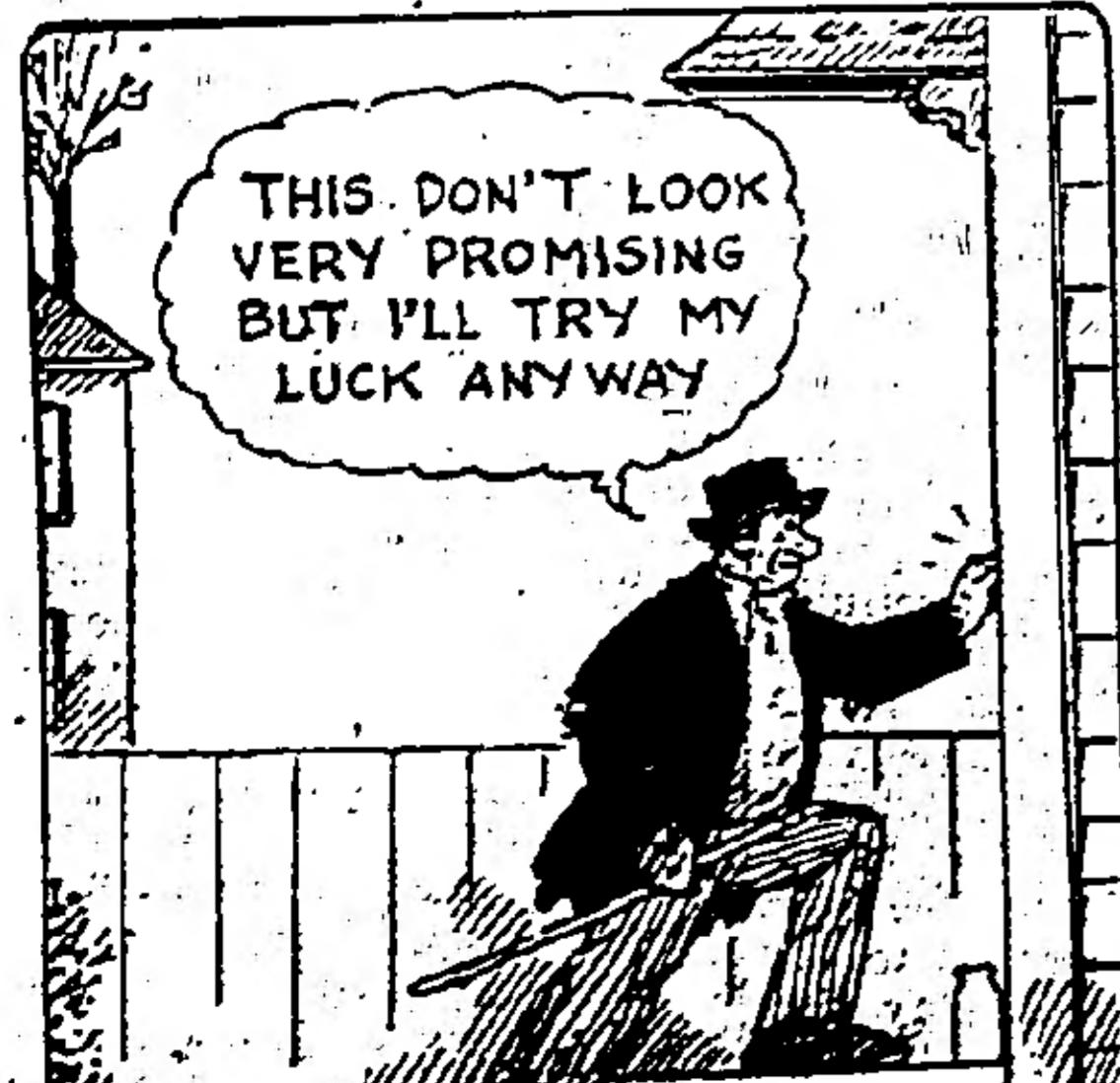
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HOW TO STOP SKIDDING.

Danger of Front Wheel Skids.

Writing in the *Daily Chronicle*, Capt. E. de Normanville says:— We have dealt with the more normal types of rear wheel skids and their prevention. There remains the more insidious and more difficult-to-correct danger of the front wheel skid.

Luckily, such skids are of comparatively rare occurrence. But one is always liable to them on a really greasy surface, more particularly if the treads of the front wheel tyres are badly worn.

There is one all-important piece of advice in regard to avoiding front wheel skids. Never use plain tread tyres on your front wheels, or tyres from which the non-skidding tread is nearly worn away. To do so is to ask for trouble.

UNPLEASANT TYPES.

It may be that some motorists do not fully appreciate what a front wheel skid is. Let me explain.

Suppose you are following a tram on a greasy road at, say, 15 m.p.h. For some reason or other the tram has to stop suddenly, which it does by using its magnetic brake. You cannot stop so quickly (you should always remember that when following trams), and therefore turn the steering to go to the side. To your horror, however, the car continues straight ahead—just as though you had not turned the steering. That is one type of front wheel skid.

Again, you may find yourself to the left of a well-cambered, greasy road, and turn the steering to go more towards the centre. Instead of so doing, however, the car remains in its existing line of travel, or even commences to skid further down to the left. That is another example of front wheel skid danger.

HOW TO CHECK THEM.

Before dealing with the question of cure let me again impress upon you that prevention is better. These are most insidious dangers and their cure, di-

mands a goodly measure of cool nerve and expert handling. You can avoid 90 per cent. of the danger by only using front tyres which are in good condition. These are three different ways of curing front wheel skids, but as the least difficult is usually the most efficacious, we will concentrate on that.

We'll now have a front wheel skid. We turn the steering wheel so that the car should go out to the right at an angle of, say, about 45 degrees. But the car continues to go straight along.

Remember where the steering wheel is set (i.e. the intended direction of progress) decelerate and dab the pedal brake smartly to skid the rear of the car to the left.

When the rear of the car has skidded to the point which brings it (i.e. the rear of the car) in line with the direction in which the front wheels are set, release the brake and very gently accelerate again.

VALUE OF SOUND TYRES.

As you will have gathered, that manoeuvre is far more difficult of successful accomplishment than the checking of a rear wheel skid. But if you care to put an old pair of plain tread tyres on the front wheels and go out and practise on a greasy, deserted road, you will soon see that it can be made quite effective. But accuracy in checking front wheel skids always requires careful judgment and skill. Unless you are prepared to go out and practise the art, try and avoid the conditions likely to ensue such skids.

For the second time, therefore, I repeat that "Prevention is better than cure." Never use worn-out treads for your front wheels—more especially in the winter months.

RESISTANCE TO ELECTRICITY.

Among individuals having extraordinary resistance to electric currents was Lord Kelvin, who is said to have startled the crowd at a railway opening by grasping bare-handed a copper conductor carrying 500 volts. No harm resulted, his immunity being attributed by him to quite unusual dryness of the skin.

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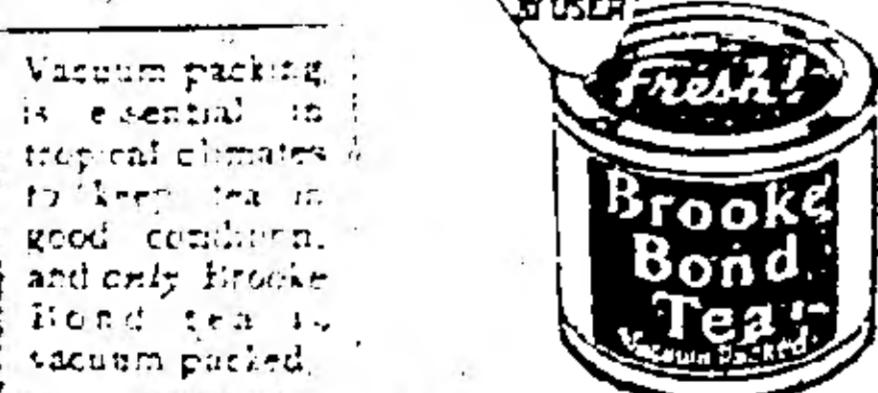


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LOVE LETTERS FROM CONDEMNED CELL

Murderer's Outburst to Welcome Death.

Letters of love for a dead girl, written by her murderer from a prison cell, were read in the Court of Criminal Appeal recently.

The appeal was by Robert Alfred Sheppard against his conviction at the Old Bailey for the murder of Florence Lilian Jones at Tottenham.

HOW WE LOVED!

The first of the letters written to Mrs. Ellen Bacon, of Drayton-road, Tottenham, Sheppard's landlady, from Brixton Prison, read:

"I sincerely hope you will not mind me writing this letter, as I have no one at all to whom I can write or who will send me a trifle to help pass away the days. I am here in hospital. I cannot think you believe I was the cause of my Lil's death, and I swear to you I would have been so glad to have given my own life to have saved her."

"Oh! Mrs. Bacon, no one can realise how we have loved one another, how we were longing for her 21st birthday to come so that we could be man and wife."

"People may say harsh words about her, but she was the best girl on earth; her only fault was that she loved me far too well and was absolutely wrapped up in me."

"I can clear myself of the charge. She must have gassed herself, and when I found her I pulled the tube out of her mouth and turned the gas off. I told them it was a suicide pact, and they will have to believe me because I am the only one who knows the truth."

"I am determined to hang. I am determined to go to my Lil. I would die happily knowing I did my best for her, for she told me every day how happy and proud she was with me. Do have a little kindness and pity for me. I am in such trouble."

PRAYING FOR DEATH.

In another letter to his sister, Mrs. Ada White, at Rupert-street, Reading, Sheppard wrote:

"There is no chance of my seeing you again after my trial. I do not want to put up a defence. I know my Lil is waiting patiently in the other world for me, and I love her far too much to want to be acquitted."

"I hope and pray almost daily that I shall be found guilty so that I can go to my darling wife. I have told the doctor that I strangled her, and that will be put in against me, so there can only be one verdict and one sentence against me."

A letter to another sister, Mrs. Marshall, read:

"I shall be tried in a few days on a charge of murdering my Lil. Well, Kate, it has been good for me to know you have always believed me innocent of the charge. I thank you from the bottom of my heart for all you have done for me, and I know you will be terribly shocked to know that I killed my darling with my own hands, although she consented."

"I put the gas tube in her mouth and turned on the gas, but after a few minutes she pulled the tube out and said she did not like it as it was too slow. Then she asked me to strangle her with my own hands and to gas myself afterwards, as she did not want me to have a murderer's death."

"Her last words to me were: 'Goodbye, my darling Bob. I will be ready to welcome you, my lover, in the other world. Nobody could have loved as we have, and I could ask for nothing better than to die at my own boy's hands.'

"So now you know, and I do hope you will try to think well of me sometimes."

WILLING TO GO TOO.

In another letter to Mrs. White, he said:

"I loved her so much that I am willing now to wish her as I cannot live without her. She loved me so much she did not murmur when she knew she was going to die . . . She was dead five minutes after . . . She loved me far too well not to give me her life when I asked her for it. What a wonderful thing it is for a man to be loved by a girl as I was."

The Court dismissed the appeal, the Lord Chief Justice pointing out that the jury had made a recommendation of mercy, which would be given full consideration.

On hearing the verdict, Sheppard said "Thank you," and laughed as he left the dock.

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EX-ARCHDEACON LOSES HIS CASE.

Wright denied slander, and pleaded fair comment.

JUDGE'S CRITICISM.

In summing up, Mr. Justice Darling said this action appeared to be part of Mr. Wakeford's propaganda. He admitted acting for the films, dressed up as an archdeacon, going in and out of the Bull Hotel. It was all very offensive. What was it for but propaganda? What was that case but propaganda? What was the jury being asked to do except a bit of film acting?

Mr. Wakeford, giving evidence

he said he lived at Biggin Hill, Kent. He denied having committed misconduct at any time.

Mr. Charles (cross-examining):

Did you not do all you could to keep your conviction by the Privy Council before the public? —Explain what you mean.

Have you not been round the country with cinema shows? —I have spoken at some cinema shows in London.

You then attacked the judgment of the Privy Council? —Oh, yes, certainly.

CINEMA PICTURES.

Mr. Justice Darling: What had the cinemas to do with the trial? —They put pictures on the screen and I was asked to go and explain them.

What were they, pictures of the judges? —No: a representation of the outlines of the case, the hotel, and the front of the Cathedral at Peterborough.

What else? —And me going in and out of the hotel. This was after the trial.

Do you mean to say you took part in those cinema shows? —I took the part I was asked to do by the people who got them up.

Acting? —Yes, just as the King and the Archbishop of Canterbury have done in other films.

COURTING PUBLICITY.

Replying to Mr. Charles, Mr. Wakeford said he courted publicity still.

And this action is brought in furtherance of that desire for publicity? —Certainly not.

"I say if I was guilty of misconduct I ought to have been unfrocked," declared Mr. Wakeford.

Mr. Charles: We are not concerned with the leniency of the sentence.

Mr. Wakeford: Leniency! There is no leniency, there is no leniency in compelling a man to make explanations at every turn and to be at the mercy of a man like your client. I have never missed an opportunity of facing that conviction and saying quite plainly what I think of it to the public. I am an innocent man and I have been unjustly condemned.

Mr. Henry Wright, the defendant, said he had no feeling against Mr. Wakeford. On the contrary, he had every sympathy with him. He might in conversation have remarked: "Someone has said that Wakeford is a very good fellow if he could keep the Seventh Commandment. He never said that he had traced Wakeford to hotels with women."

The jury, after half an hour's deliberation, returned the verdict given above.



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## RADIO NOTES AND NEWS.

## MICROPHONE THAT GIVES TRUE PIANO MUSIC.

Transmission of true piano quality has been a real problem for the radio engineer. The difficulty is similar to that which good musicians, even though convinced that his radio audience is getting perfect tones, cannot do of the hammer on a piano are his best work on a regraded distinguishable, but the singing piano.

The magneto-microphone may also be used in broadcasting phonograph music where the federal licence of the station permit the use of "record" music.

When the carbon microphone is used the mechanical energy of the phonograph is converted sound energy in the usual way and is picked up by the microphone. With the magneto-microphone the needle is attached to the coil, and the mechanical energy is converted directly into electrical energy without recourse to any sound whatever, thus giving truer production of the record. By proper design and the use of suitable filters in the electrical circuit of the coil a large amount of the needle-scratch may be eliminated.

The device, in brief, consists of a magnetic system between the poles of which is pivoted a suitable coil system. The magnet is firmly fastened to the frame of the piano and the coil is anchored to the sound-board. By means of this pick-up device all tones in the piano are faithfully converted into corresponding electric currents which control the radio transmitter. When heard on the loud speaker, the piano is no longer a tinkling sound. The listener gets all the characteristics of this percussion type of instrument, the blow of the hammer, the singing tone and the overtones.

The piano pick-up is free from the familiar hiss of the carbon microphone, as well as the objectionable blasting that takes place when an artiste plays too loudly for the microphone. When the carbon or condenser microphone is used to pick up a vocal solo with piano accompaniment the problem is to place the microphone in such a position that it picks up both voice and instrument in their proper ratio. The position of the microphone must be changed for each artiste. The radio listener has probably noticed that as the singer increases the volume the accompaniment fades out—in other words, the soloist "paralyses" the microphone. When the piano magneto-microphone is used the intensity of the piano may be adjusted electrically in the control room, even while the selection is being rendered.

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The greatest objection which many folk have entertained against valve receiving sets has been the trouble of accumulator charging, says a writer in the *Electrical Times*.

It is all very well for your station engineer who takes the calls with him in his car in the morning and tells some junior to have them ready for him at night, but for the average man it is not so easy.

So for a considerable time past every nerve has been strained by manufacturers to perfect a valve

capable of running on a dry cell, and it would now seem that

success has been achieved, as witness the announcement regarding the "Wecovale."

The writer has as yet had no opportunity of trying one of these valves out

but hopes to be able to before long. Meantime, it looks as if

salesmen of valve sets are likely

to have a busy time, though it is

not yet quite clear whether the

best efficiency will be obtained by

using these new valves in

circuits designed for the "R" or

other types of valves. Readers

may remember the notes in this

column some time back on

"Horses for Courses" in this

connection. But providing good

selection is being rendered, signals are obtained, questions

as the voice is recorded on the

of comparatively small variations in the percentage

of efficiency will not trouble

many listeners in. And sets to

there are three of these devices, include circuits most suitable

one in the extreme treble, one in the middle register, and one in the long delayed.

Contractors who first take ad-

vantage of manufacturers' assist-

ance in publicity regarding these

new valves and supplement this

in any way with the instrument

Another feature of the magneto-

microphone is that it allows

W.G.Y. to correct for the short-

this local effort. Some splendid

comings of the present efforts have been made in certain

loud speakers. All loud districts by dealers. So often

speakers subdue the sounds of

however, it is found that it is the

lower frequencies, from approxi-

mately middle C on the piano, to

organise big local demonstrations,

down. To give good piano music

There may be some slight excuse

for users of the loud speaker it for a "sitting on the fence"

would be necessary for the attitude by the retail selling end

transmitting station to distort the of the business, in view of the

music from the instrument, mak-

fact that the report still carries

down those politicians—but now

several times as loud as the is a great opportunity. We have

treble. Some stations have dwelt upon reasons for an

actually tried to regrade their aggressive front on several

occasions, so we will not repeat

the arguments.

## Kinks O' The Links

Question: Is there any penalty for a ball striking a flag stick in the hole?

Answer: There is no penalty in match play for a ball striking the flag stick while it is in the hole, regardless of the distance from which it is played.

Question: In medal play, on reaching the green, A finds that his ball is a trifle farther from the cup than B's. The position of B's ball is such that he feels that it will handicap his next shot. Has A, who must play first, the right to ask B to lift his ball?

Answer: A has a perfect right to ask B, who is nearer the hole, to lift his ball while A is playing his next shot. If B prefers to play his shot after being requested to lift his ball, he is within his rights.

Question: Is it permissible to have your caddie stand at the hole to mark your line of putt?

Answer: A player has a right

to have his caddie stand at the

hole to mark the line of putt. In

match play, if the person at the

hole is struck, the ball, the

player loses his right to

make a stroke, and if he is

hit again, he is entitled to two

stroke.



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The hermit told the men on the Anzac that he had taken up his

abode on the island some considerable time ago. He had no "land Herald" is beautifully fertile and is about two miles in circumference according to the men on his only companions when he left the Anzac, while the surrounding islands are barren and rocky.

He says, his flock consists of over 700 sheep and nearly twice that number of goats. He has built a comfortable home and has an extensive garden.

The men on the Anzac would like to see the island again. They

mainland visits his island, and declare that the old hermit lives

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RUSSIA'S "TERRIERS." Russia is trying the territorial training system in place of conscription for least a part of its army. A Rosta telegram from Moscow states that persons born in the years 1898-1901 have been called under arms to go through a course of military education for two weeks only in newly formed territorial divisions. This is Russia's first experiment in the militia system. The main advantage of which is that it does not call on the men to sacrifice their time for a long term.

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A VICTROLA.  
Ask Moutrie's about their  
payment system.

**Whiteaway, Laidlaw & Co., Ltd.**  
**GENT'S OUTFITTING DEPT.**  
Wonderful Value in Men's Socks.

**THE "LEADER"**

This is one of our "STANDARD VALUE" lines. Gents all Wool Cashmere Socks. Specially made for us by English manufacturer and not obtainable elsewhere. In Black Grey and Tan. All Sizes. 9 1/2 to 11 1/2 ins.

**\$1.00 pair**



**The "Wearwell"**

Gent's Superior quality all wool Cashmere Socks. 4 ply heel and toe. Made in England expressly for Whiteaway's and can be Supplied in Black, Grey and Tan. Size 9 1/2 to 11 1/2 ins.

**STANDARD**

**VALUE PRICE**

**\$1.50 pair**

WONDERFUL SELECTION OF FANCY CASHMERE SOCKS

**\$2.00 to \$2.95 pair**

NEWEST STYLES IN GOLF HOSE

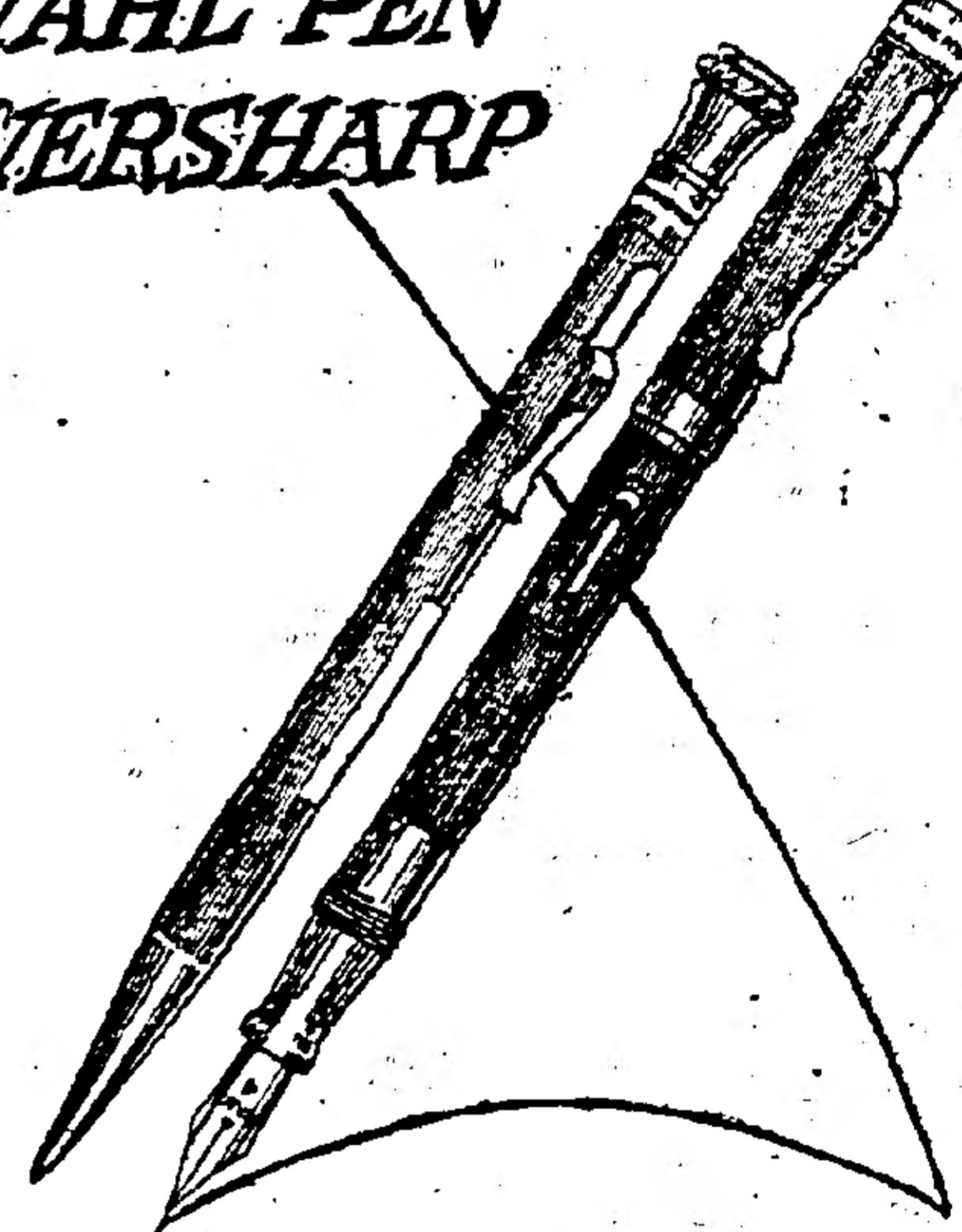
**\$4.50 to \$11.50 pair**

NEW BOWS, NEW TIES, NEW HANDKERCHIEFS.

**CALL AND INSPECT**

WHITEAWAY'S GENT'S DEPARTMENT  
20, Des Vaux Road Central, Hongkong.

The Perfect Companions  
**WAHL PEN**  
**EVERSHARP**



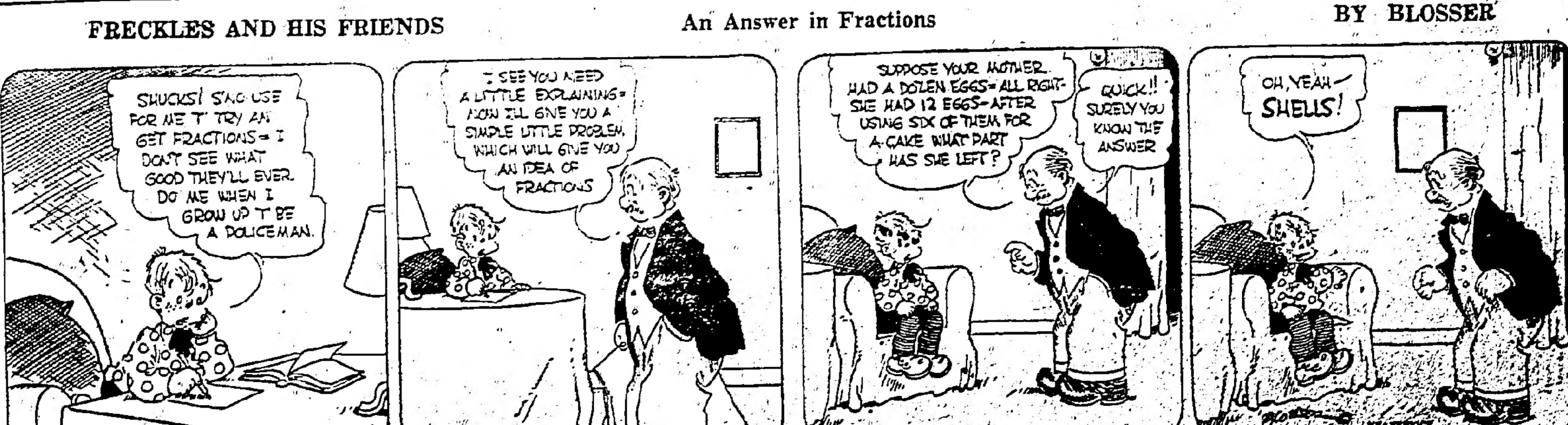
EVERSHARP and Wahl Pen make a complete writing set. Perfect in mechanism—beautiful in design—unequalled in usefulness and dependability. Each has an exclusive feature to be found in no similar product—the rifled tip of Eversharp keeps the leads firm and sharp and the all-metal barrel of Wahl Pen gives greater ink capacity.

For Sale at Leading Shops Everywhere

Look for the name on the pencil and pen. It is your guarantee.

THE WAHL COMPANY, New York, U. S. A.

An Answer in Fractions



WATSON'S

## Pure Carbolic Soaps

High recommended by the Medical Profession.

Guaranteed to contain the amount of Pure Carbolic acid specified.

5 per cent FOR Toilet Use Price \$1.25 per box 3 Cakes  
 10 per cent FOR The Bath \$2.25 per box of 3 Cakes  
 20 per cent Medical Bath Soap 85 cents. per Cake

A. S. WATSON &amp; CO., LTD.

The Hongkong Dispensary  
Telephone 16.

## Reduction in Price



## VICTOR RED SEAL RECORDS

12 inch NOW \$3.90 less 10% per cash (formerly \$4.50 less 10%)  
 10 inch NOW \$2.60 less 10% per cash (formerly \$3.20 less 10%)

S. Moutrie &amp; Co., Ltd.

Exclusive Agents.

## JAQUE'S HOCKEY STICKS

THE PICKERING

\$9.00

THE CHALLENGE

\$6.50

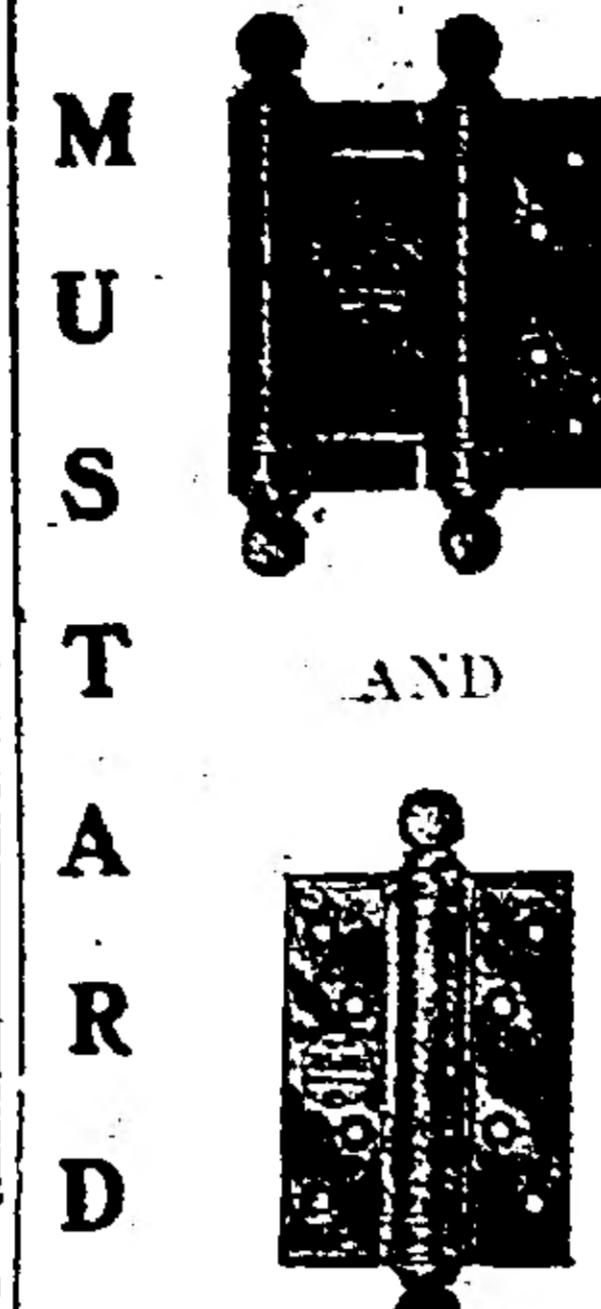
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SPORTS DEPT.

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DISTRIBUTORS.



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Tel. 1186

## ACKNOWLEDGMENT.

The family of the late Mr. Vincenzo Maria Francisco Xavier beg to tender their sincerest thanks to all friends who conveyed their expression of sympathy in their sad bereavement, and to those who sent wreaths and attended the funeral.

## INTERPORT PROSPECTS.

"Umpire" writes as follows:—I understand that it is still possible that Shanghai may send down an Interport hockey team; if they do, I am sure Hongkong will put up a very good show. Among the new arrivals this year we are glad to welcome A.S. Hett, who got his half blue for Oxford in 1921 and who has proved a great acquisition to the Club.

It is a great pity that in a large station such as Hongkong, where we have several really good players, the majority should be so very ignorant of the rules. Umpiring at hockey is by no means easy, and mistakes are bound to occur, but I have no sympathy for the umpire who errs through ignorance of the rules, as it is so very easy for him to learn them.

## "THE KING'S."

## G.O.C.'S FAREWELL MESSAGE.

Yesterday Command Orders contain the following "farewell" by H. E. Major-General Sir John Bowler:—"The General Officer Commanding the Forces in China desires to express to Colonel Blake, the officers and all ranks of the 2nd Battalion The King's Regiment his appreciation of the good service they have done in this Command, fully maintaining the reputation of their Regiment."

"The General Officer Commanding desires to thank all ranks for the cordial support they have given him in all matters to promote the well-being of the Garrison and he commends them on their success in athletic competitions.

"He wishes them every success in their new Command."

## THE M. C. L.

## SUCCESSFUL BRIDGE DRIVE.

A very successful bridge drive was held at Mrs. Ferguson's residence, Peak Road, recently for the Victoria branch of the Hongkong Women's Guild and Ministering Children's League. There were about a hundred people present, and among the ladies who very kindly gave their assistance in various ways were the following:—Lady Brunyate, Mrs. Ferguson, Mrs. Henry Humphreys, Mrs. Shields, Mrs. Matheson, Mrs. and Miss Dunbar, Mrs. and Miss Owen Hughes, the Misses Holroyak, Miss Ram, Miss K. Phelps, Mrs. Murray, Mrs. Byrne, Mrs. Shellehear, Mrs. Earle and Mrs. Roffey.

Mrs. Dunbar very kindly gave the first prize, and Misses Kelly and Walsh the second, whilst the British-American Tobacco Company gave generous donation of cigars and cigarettes, which were sold during the afternoon. The entertainment brought in \$25.50 to the Victoria branch funds.

the centre of the City they will realise, it is hoped, that the controversy is a non-personal one; that it is born of a desire to make this outpost of the British Empire even more valuable than it is now. For all of the newcomers, from Lt.-Col. Ashton down to the youngest drummer-boy, we hope that the period of service here will be one of which there will be nothing but pleasant memories.

## LOCAL HOCKEY.

## GRENADIERS BEAT SUBMARINES.

The Grenadiers met the Submarines on the U.S.R.C. ground yesterday and won by two goals to one. The game was a fast one, being keenly contested by both sides, but there was far too much "tackling from the wrong side," "obstruction" and "sticks," whilst a great many "kicks" and "carries" were not penalised by the umpires.

For the Submarines, Lieut. Bell played a very fine game in goal and stopped numerous shots. Their defence was good, especially their halves, who showed up particularly well in stopping the ball.

For the Grenadiers, their inside left (and Indian) broke away several times and appeared quite the fastest man on the field, but failed in the circle. Capt. Dode played a very forcing game at centre-forward and was unlucky in not scoring often.

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## DAY BY DAY.

DEMOCRACY IS IN PERIL FIVE YEARS AFTER THE GREATEST TRUMPHANT DEMOCRACY EVER HAD.—Mr. Lloyd George.

Mr. and Mrs. E. B. Reed returned to the Colony by the P. and O. liner *Khiva* to-day.

British and visiting naval craft in the Harbour "dressed ship" to-day in honour of Queen Alexandra's birthday.

Shaukiwan Inland Lot 505, comprising about 2,790 square feet of foreshore and sea-bed, is to be leased, the annual rental being \$26.

It is stated that Yeung Saiman will be re-appointed Provincial Treasurer at Canton in succession to Choy Lu, who has resigned.

A Bill to amend the Public Health and Buildings Ordinance is shortly to be introduced. It will deal with open spaces in domestic buildings.

An earth coolie has reported to the police his experience of being held up by three armed robbers at the junction of Matan-kok and Yaumati last night. He was deprived of \$5.

Reports state that General Chan King-ming has ordered a further batch of 5,000 troops from Chinchow to proceed to the East River front, with a view to making a fresh general attack.

Mr. R. K. Hepburn of the Yokohama branch of the Commercial Union Assurance Co. arrived yesterday by the P. and O. liner *Kalyan*. Mr. Hepburn joins the Hongkong branch of the Company.

Mr. R. H. R. Wade, the new Commissioner of Customs for the Kowloon district, comes from Peking, where he has been for the past six months. Previous to that, he was Commissioner at Tientsin for two and a half years.

Two lots of Crown land are to be sold on the 17th instant. They are Inland Lot 2457, above Bowen Road (area, about 9,400 square feet; upset price, \$3,220); and Rural Building Lot 237, situated at Mount Cameron (area about 23,100 square feet; upset price, \$3,272).

Forthcoming weddings include those of Mr. John McCormack, of Taikoo Dockyard, to Miss Helen Aberdeen Ogilvie; Mr. Frederick Baker, of Tytam Tuk, to Miss Violet Razavet, and Lieut. Commander Rushbrook, of H.M.S. *Titania*, to Miss Catherine Maitland, of Shanghai.

There will be a lantern lecture at the Helena May Institute on Monday December 3rd at 5.30 p.m. given by Col. C. W. Davy, C.M.G. The subject is to be—"The Fairy-land of Fabre". (The lantern used on this occasion will be the Pathé University kindly lent by the Pathé Orient Co.)—Advt.

Church Notes says:—"Rev. J. T. Holman, M.A., who three years ago came out on the undertaking that he would stay a year and a half as assistant Chaplain, has now finished his work here, and has gone to Peking to help at the Legation Church. We shall miss his genial presence and his helpful sermons."

Whilst one robber stood to supervise the proceedings with a revolver, two others, visiting the hut of a tea-hawker on the 100-foot new road at Nga U Tau last evening, collected money and property of the total value of \$10.50 and disappeared in the direction of Mongkok and Sham-sui-po. District stations on the mainland have been warned.

The E.A.S.M.A. in the first half of their match against the D.R.C. in the Hongkong Billiards Tournament, played at the V.R.C., last night, beat their opponents by 750 to 583. E.A.S.M.A. was represented by A. E. Knight (250), R. Earsshaw (250), and H. Davis (250). The Dockyard team consisted of S. E. Alderman (148), A. Oswick (188) and R. T. Taylor (247). The second half of the match will be played on Monday night. In the previous matches the Catholic Union beat the V.R.C. by 1,500 to 966, and the Police beat the H. K. Defence Corps by 1,343 to 1,242.

Many a wife gazed into another man's wonderful eyes last night and into her husband's bloodshot optics at breakfast this morning.

It seemed particularly appropriate that R.A.M.C. men should have been on duty at Auchtermuchty last night.

## Bulls and Inners

From the Office Butts.

Hoo's yer head?

Our conception of the ideal Robot is that of the man who sits in the cardroom and forgets that his partner may want a bite of supper.

Who was the Pussyfoot who thought of a waterfall for St. Andrew's Ball?

Eleven more residents now know what it feels like to be real J.P.s.

"Bandits Hold Up Shroff," according to a local journal.

Hope he's the one with our November chits.

Shanghai folk can crow as much as they like about their new Hongkong and Shanghai Bank building, but we still have the Dome of St. Stephens.

For Sale—Several haggis skins, nearly new.

"Commodore, what are you blaring now?"

Radio enthusiast—"I tuned in and got Manila last night."

Companion—"I tuned in and got Hell."

"Press Women at Tea," says a newspaper heading. Certainly, if they're not too shy.

Who said that the last typhoon held the record for wind pressure? Surely not after hearing the pibroch last night.

Judging from its opening paragraph, Wednesday's *D.P.* leader on "Peace in Ireland" might have been better entitled "The Leaders-Writer's Lament."

If Hongkong went dry, we might see some progress on the road through to Canton.

To-day we have a special article on the new waterworks scheme in the Shing Mun Valley. MacWhirter, he says, "and very appropriate too, after last night."

And talking of siphonaports, they have been known to thrive in Ice House Street.

"This step was contemplated long before, but has now been brought to a head," reported Reuter on Thursday. Someone evidently slipped.

An Indian journal, transcribing the Reuter cable about the Melbourne police trouble, says:—"Special police with blue jackets attacked the striking constables." We presume there weren't sufficient blue trousers to go round.

"Sans Puer" Yes, we had none last night. Except for the haggis.

The only ones who didn't enjoy Thanksgiving Day in America were the turkeys.

"Why should bakers bake at night?" asks a Home paper. They knead the dough.

There has been a fire on board the steamer "An Jou." This vessel is, of course, named after the home town of the fair Mah Galet of history.

Things we want to know: If Germany lost the war, who won it?

"Why should bakers bake at night?" asks a Home paper. They knead the dough.

Hongkong's business men are going in for physical jerks. A few mental shocks wouldn't hurt 'em.

"Typhoon Ties Up Shipping," says a local contemporary. This competition with wharfage companies isn't fair.

The recent scrap between M.P.'s in Peking suggests that the front has now been transferred to Parliament.

Young Baldwin, in criticising his father's Government, is no doubt getting his own back for past corrections. Future Premiers will do well to take heed of this new development in politics.

Definition of a melodramatic cinema star: A lady who has discovered the secret of perpetual motion.

According to a military expert, the next war will be in the air. That's where the Peace is now.

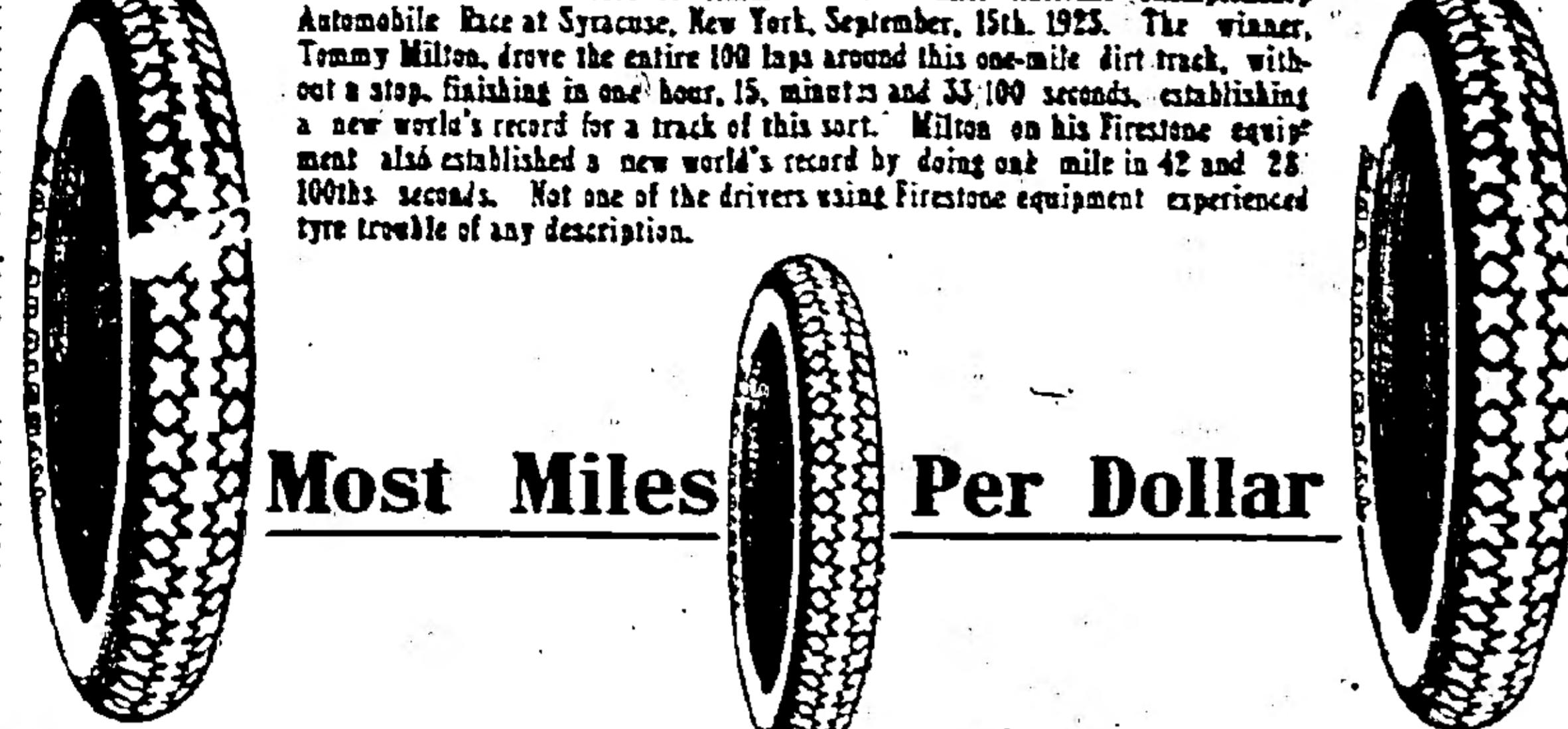
A reader wants to know why firewood is so dear. Most likely because the price is too high.

France now holds the record for being longest in the war.



# Firestone

Firestone Gum-Dipped Cords and Steam-Welded Tubes were the equipment on each of the first five cars to finish the 100-mile National Championship Automobile Race at Syracuse, New York, September 15th, 1923. The winner, Tommy Milton, drove the entire 100 laps around this one-mile dirt track, without a stop, finishing in one hour, 15 minutes and 33.100 seconds, establishing a new world's record for a track of this sort. Milton on his Firestone equipment also established a new world's record by doing one mile in 42 and 28.100ths seconds. Not one of the drivers using Firestone equipment experienced tire trouble of any description.

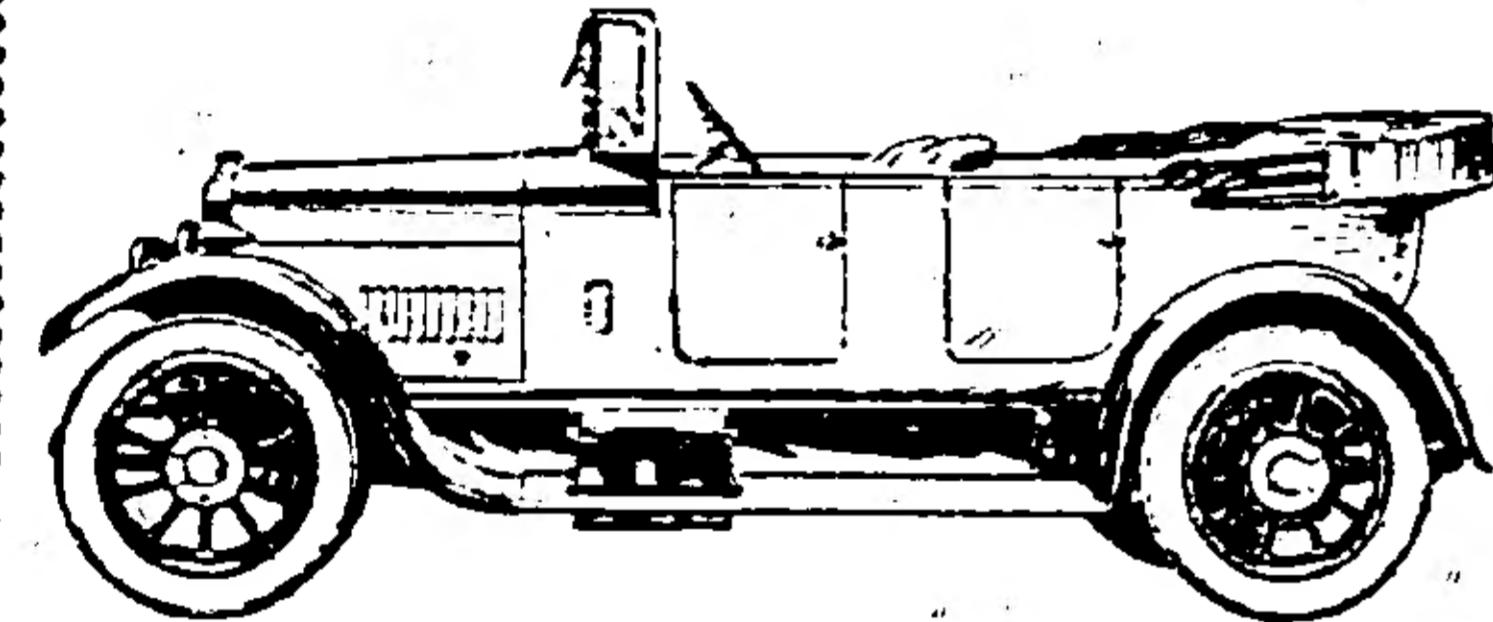


DISTRIBUTORS: The DRAGON MOTOR CAR Co., Ltd.

## Arrol-Johnston

BY FAR THE BEST VALUE IN THE MOTOR WORLD TO-DAY

### COLONIAL MODEL



#### The All British Car

DEMONSTRATION INVITED

Price £ 550

SPECIALLY BUILT AND GEARED FOR HONGKONG

HONGKONG HOTEL GARAGE

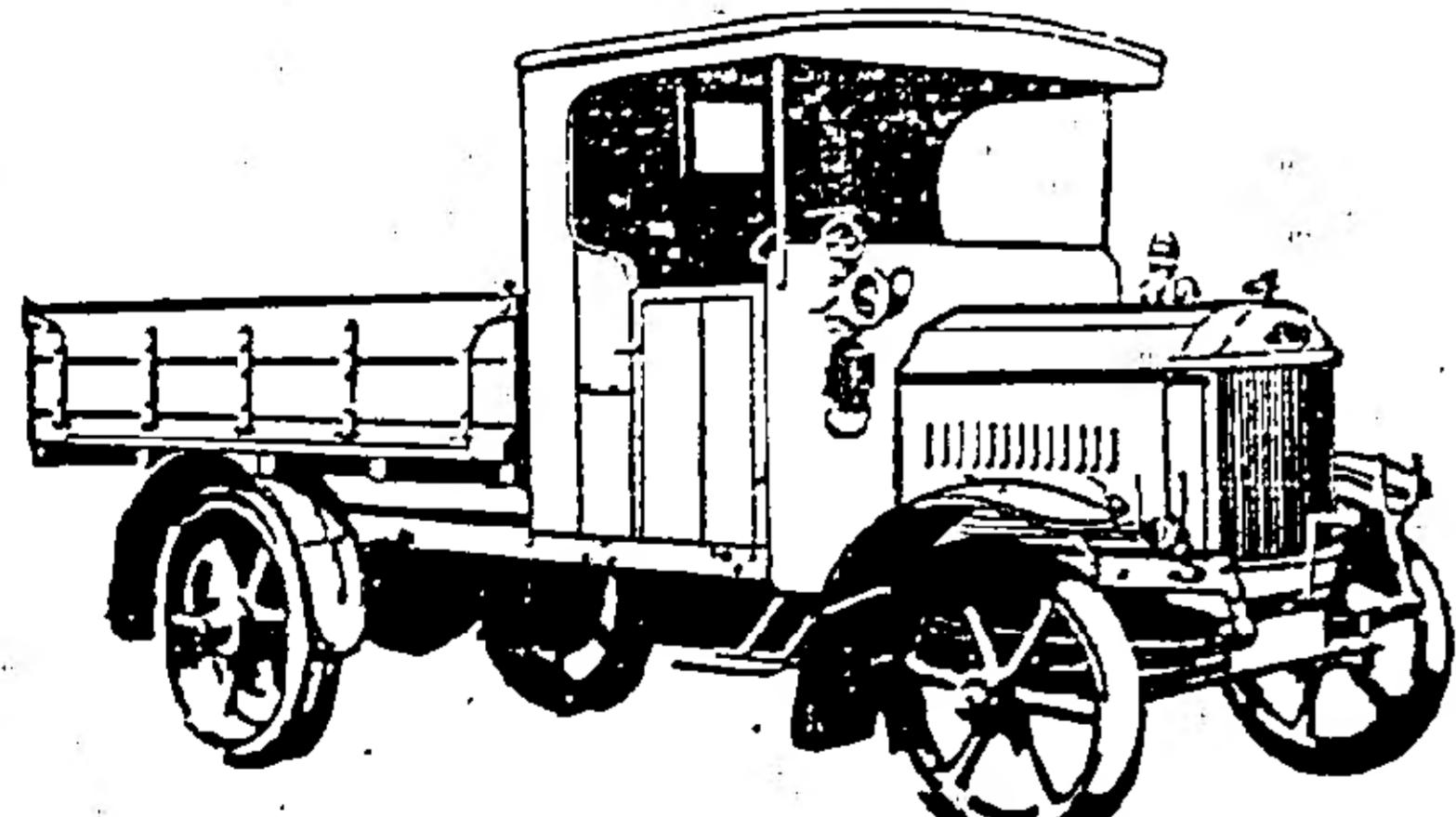
PHONE C. 32.

### Brief Specification

4 cylinder 17.9 H. P.  
5-Passenger Touring Car.  
Cape Cart Hood and Storm  
Curtains. Upholstered in  
Antique Brown Leather.  
Dunlop Detachable Spoke  
Wheels. Dunlop (British)  
Cord Tyres. One Spare  
Wheel and Tyre. C.A.V.  
Electric Lighting and  
Starting. Speedometer;  
Clock, Bulb, Horn, Lugg-  
age Grid, Petrol Tin and  
Holder.

The Hongkong & Shanghai Hotels Ltd.

## Dennis MOTORS



As used by The Hongkong  
Government.

2 1/2-ton truck chassis - £740.-0-0  
c. i. f. Hongkong.

THE TRUCK WHICH HAS PROVED  
ITS WORTH IN HONG KONG

SOLE AGENTS

Alex. Ross & Company  
(China) Limited.

BANK OF CHINA BUILDING, BUDDELL STREET.  
TELEPHONE C. 2487.

THIS IS THE "HUKUOKUON."



Above is the "Hukuokuon," an electric car now being produced in Shanghai by a Chinese firm. It is a small, two-seated electric vehicle with a 36-volt, 30-ampere motor and a speed of from nine to eighteen miles an hour. Cars of this design are being constructed in Shanghai, and a half-dozen are already in operation. The transmission is by means of a silent roller chain to the rear right wheel with a gear shift allowing two speeds forward and one reverse. The brake operates direct to both rear wheels by foot pressure.

### BRITISH OLYMPIA MOTOR CYCLE SHOW.

Reviewed by a Special Correspondent.

In the Show that has just been held at Olympia, the British Cycle and Motor Cycle Manufacturers and Traders Union has achieved the greatest of a series of great successes. The enlarged building was fully occupied by the exhibits, upwards of three hundred firms being represented.

The Exhibition was international and as such, representative, but British products predominated. This was not due to any preferential treatment of British exhibitors, but is the result of a highly satisfactory state of affairs in this industry; namely, the supremacy of British productions in face of world-wide competition.

This has been emphasised during 1923 by the remarkable series of successes of British machines, not only in home events but in the biggest races and trials held in other countries. This year the French Grand Prix and the Italian Grand Prix of Nations were both

won by the British-built A. J. S. 23 h.p. machines, which have

also secured awards in Switzerland, Germany, South Africa, and Australia. In the Tourist Trophy

race British machines swept the operated gears. The Senior Race was won by a Douglas, other prominent machines being the Norton outfit are, of course, to be retained and the Sunbeam. The Junior entered on the firm's programme. The T.T. went to the Cotton with latter is being sold in increasing

an A.J.S. second and a Douglas, numbers for trade delivery purposes and for the distribution of

the New Gerrard and the New Imperial distinguished themselves.

With hardly any exceptions all the principal European events have been won by British motor cycles which have been just as prominent in reliability trials as in races.

Many recent trials the machines have not been of special types or specially tuned up, but have been selected haphazard by the trial

organisers from the manufacturers' stocks. Thus the results of such trials are of real value to the buyer, as enabling him to estimate the results he can get by buying a stock machine.

Motor cycling has never been cheaper than it is now. Compared with ten years ago, the first

cost of a machine is a little higher, but to-day's mounts are of better quality, give better performance, use less fuel and are more fully equipped.

From these general remarks we may now turn to an endeavour to indicate the trend of design as shown by the Exhibition, selecting a few examples to illustrate the points made, but not attempting the impossible task of adequately reviewing all of the many thousands of exhibits.

THE 350 c.c. CLASS.

While the Show contained machines with engines varying in dimensions from 150 c.c. up to 1,000

c.c. or over, a very large percentage of the exhibits come within the 350 c.c. class. Here, mention

is made of the small two-stroke engine, which, if properly constructed and designed, is a perfectly

satisfactory unit.

THE 500 c.c. CLASS.

While the Show contained machines with engines varying in dimensions from 150 c.c. up to 1,000

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satisfactory unit.

THE 750 c.c. CLASS.

While the Show contained machines with engines varying in dimensions from 150 c.c. up to 1,000

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THE 1,000 c.c. CLASS.

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THE 1,500 c.c. CLASS.

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satisfactory unit.

THE 2,000 c.c. CLASS.

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c.c. or over, a very large percentage of the exhibits come within the 350 c.c. class. Here, mention

is made of the small two-stroke engine, which, if properly constructed and designed, is a perfectly

satisfactory unit.

THE 3,000 c.c. CLASS.

While the Show contained machines with engines varying in dimensions from 150 c.c. up to 1,000

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THE 5,000 c.c. CLASS.

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satisfactory unit.

THE 10,000 c.c. CLASS.

While the Show contained machines with engines varying in dimensions from 150 c.c. up to 1,000

c.c. or over, a very large percentage of the exhibits come within the 350 c.c. class. Here, mention

is made of the small two-stroke engine, which, if properly constructed and designed, is a perfectly

satisfactory unit.

THE 15,000 c.c. CLASS.

While the Show contained machines with engines varying in dimensions from 150 c.c. up to 1,000

c.c. or over, a very large percentage of the exhibits come within the 350 c.c. class. Here, mention

is made of the small two-stroke engine, which, if properly constructed and designed, is a perfectly

satisfactory unit.

TRY THIS!



NEW INVENTION.

To Eliminate Clutch and Gears.

Mr. George Constantinesco, the engineer who during the War invented the device by which a machine gun could be fired through the propeller of an aeroplane, has, he claims, perfected a device for the transmission of power which will eliminate clutch and gears from a motor car, and which will enable an internal-combustion engine to be applied to railway locomotives. The invention, he states, will be built in with the engine as one unit. A shaft will come out of the engine, and this shaft will revolve in the case of road vehicles at the same speed as the back axle. This will do away with clutch and gears. It is understood that the invention depends on the old principle that liquids transmit pressure equally and undiminished in all directions. It may be conjectured that if this invention is really practicable a first-class car might be produced for something under £100. It is easy to imagine the changes that this would cause in the life of the nation.

low price, and a new revolution indicator matching the speedometer in size and appearance. The same firm has just brought out a handle bar aneroid which records not only weather changes, but the height above sea level.

Finally, mention may be made of the extended use of the grease gun system of lubrication and of the great improvements made in cycle electric lighting outfits.

1924

HARLEY-DAVIDSON

ALEMITE LUBRICATING SYSTEM

MOTOR CUTS VIBRATION IN HALF

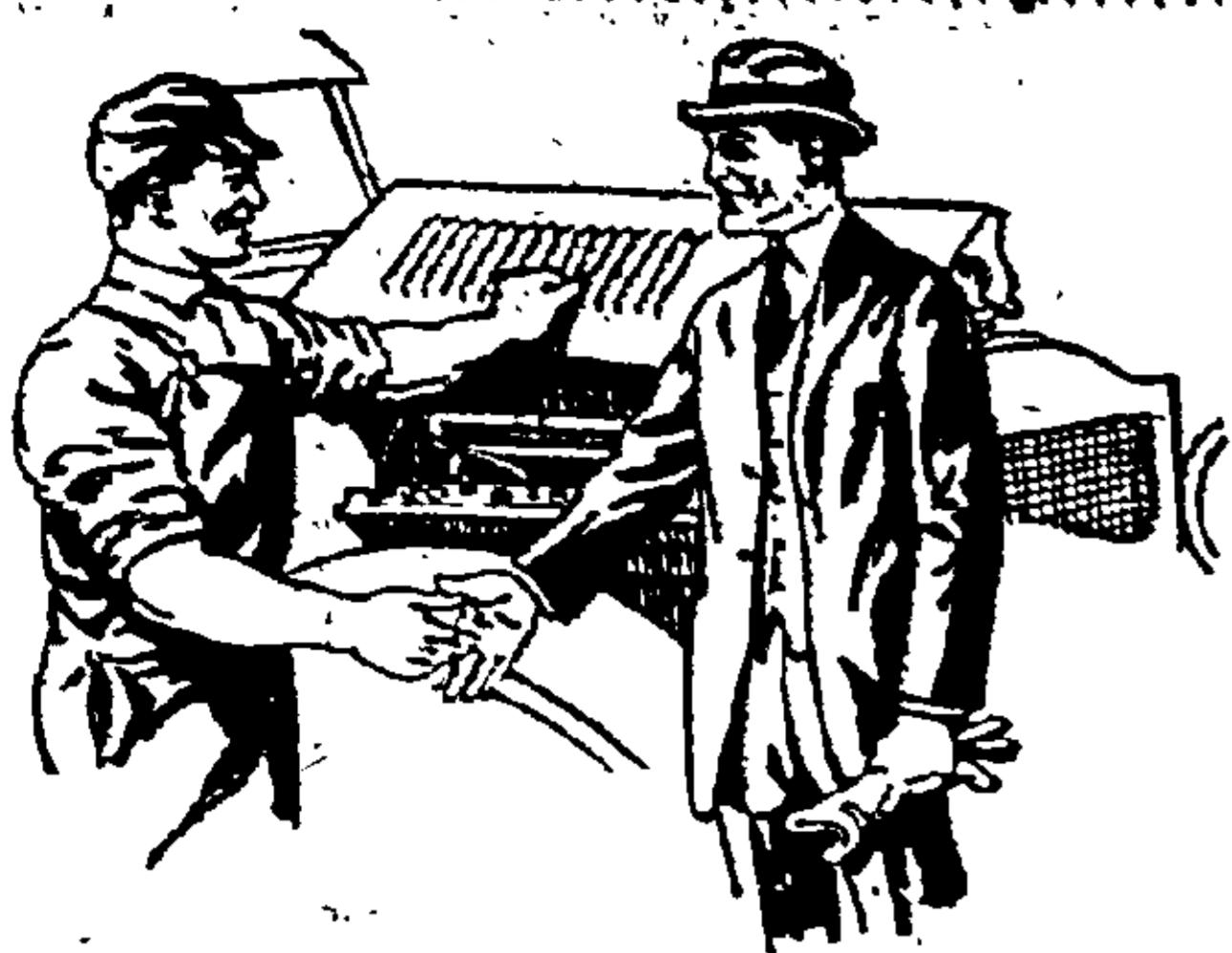
FIRST IN ACCELERATION AND FUEL CONSUMPTION RECORDS FOR COMBINATIONS HELD IN RECENT TRIALS

SHEWAN TOMES & CO.

TELEPHONE 78.

FULL-FLOTEING SIDECAR SPRINGS

OLIVE GREEN COLOUR SCHEME



"You've Put That Engine In Fine Condition—Thanks!"

WE'RE proud to give efficient service to the car owner because of his cordial appreciation of good work expeditiously done.

The modern machinery and equipment we have at our new concrete Main Garage and Service Station (Wong Nei Chung Road, Happy Valley) enables us to take care of a car whether it needs complete overhauling, or rebuilding, or merely some light adjustment of brakes or carburetor.

Our methods of doing business and the very reasonable charge we make for high class work has won us high reputation among motorists.

**The Dragon Motor Car Co., Ltd.**  
Expert European Supervision.  
Telephone Central 3950. A. J. Allison, Service Manager.

LYMPNE GLIDER CONTEST

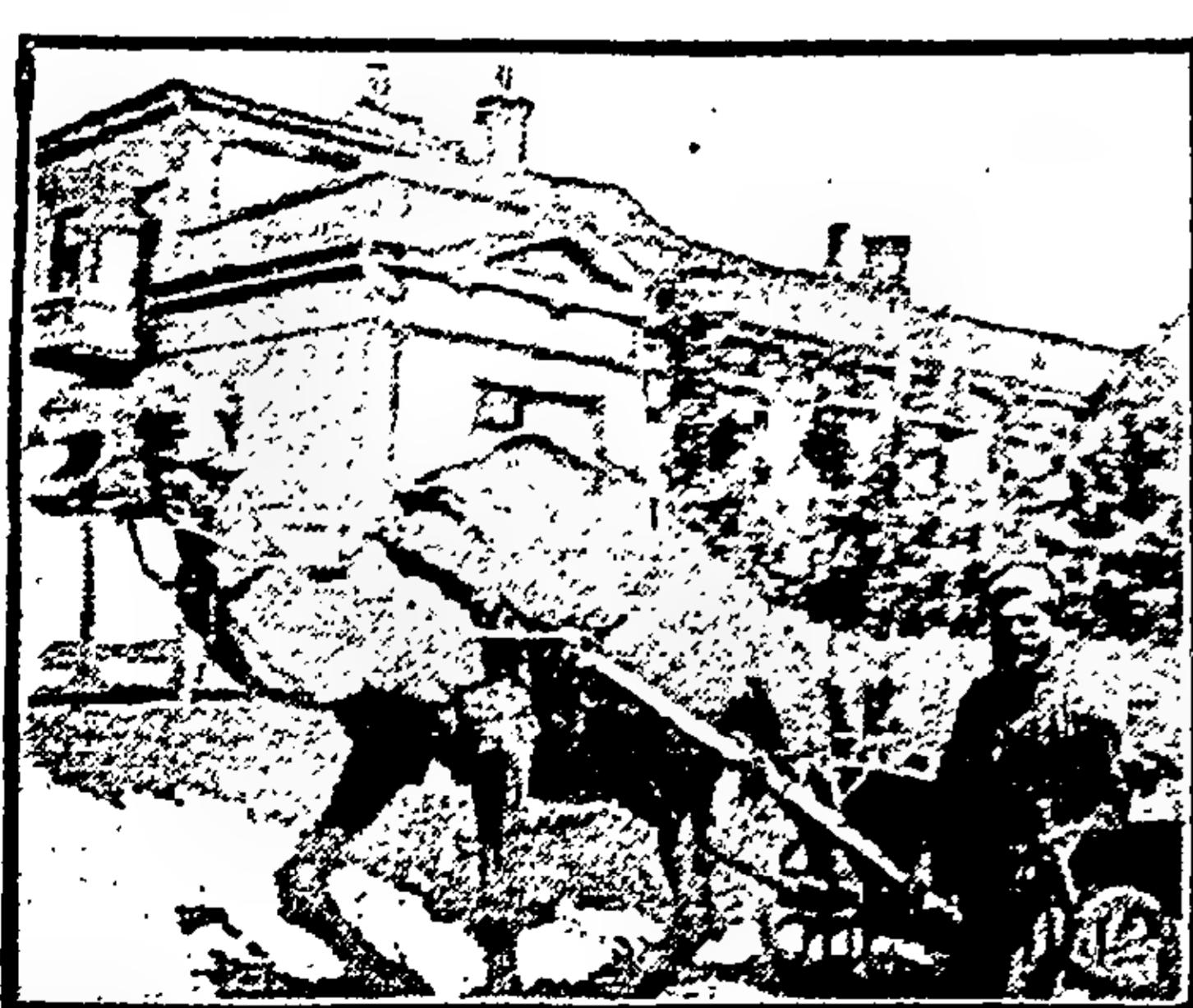
**87½ MILES**  
flown on 1 gallon  
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

**SHELL**  
SPIRIT

PERFORMANCE IS PROOF!  
THE ASIATIC PETROLEUM CO., LTD.

THEY NEED MOTORS HERE.



They appear to need motor transport in Samarkand Province, Russia; judging by this snapshot of a camel-drawn wagon.

## BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

The Royal Automobile Club 9 h.p. air-cooled light car has recently issued certificates in also successfully completed a respect of a number of interesting similar trial with no mechanical trials lately completed. Two of these refer to further trials of the A.C. cars, which have already successfully passed through a number of observed tests this year. In one instance the object was to demonstrate the effect on the temperature of the radiator water by running a car without a fan at forty miles an hour on the Brooklands track. The car was

driven both with and without a fan, for forty-two miles. No alteration other than the removal of the fan was made between the tests. With the fan in use and official statement indicating the

use of the device. The car was run with and without the fan after five minutes was 80°. Volatiliser over a distance of

after ten minutes 85°, about sixteen miles at a speed subsequently rising slowly to of about twenty miles an hour.

reach 90° at the end of the hour. With the device out of action The fuel consumption was 35.95 miles per gallon and the device in fan and starting at 51 degrees, the action 32.6 miles per gallon.

temperature at the end of five minutes reached 84°, at the end of ten minutes 90°, in half an hour it had risen slowly to 92° and the average load was 6 tons which it remained constant until 4½ cwt. The fuel consumption

at the end of the hour. The fuel consumption was 36.86 miles per gallon.

A Saurer lorry has been submitted to a 1,000 miles road test.

The lorry weighed 4 tons 8 cwt. and the average load was 6 tons which it remained constant until 4½ cwt. The fuel consumption

at the end of the hour. The fuel consumption was 36.86 miles per gallon.

DEWAR CHALLENGE TROPHY.

The second A.C. test was on two cars of the six and four-cylindered types respectively, both of which made

climbs up the mountain of Snowdon using the tram road. In the centre of the track on this road is a rack 7½ inches above the tops of sleepers and at places there are rail points which have to be passed. The trial was upon the surmounted. Both cars completed the climb successfully, though average speed was twenty miles per hour. One of the tyres covered difficulties of the track such as edging, the full distance of 40,003 miles, two others exceeded 39,000 and the necessity for fording miles, and the fourth nearly small streams. A Stonelight reached 32,500 miles.

## DODGE BROS' PLANT: THE MOTOR CAR.

### EXTENSIVE NEW BUILDINGS.

An immense new assembly building, duplicating the present structure in size is announced by Dodge Brothers as the principal unit of the 1923 expansion programme. The building is six stories high, 1,000 feet long and 75 feet wide, with more than one-half million square feet of floor space. Construction work which started some months ago is now nearly completed. The new assembly building, paralleling the old structure, is just across the street which formerly marked the boundary line of the great Dodge Brothers factories.

Factory executives would not comment on the number of additional cars contemplated in this extensive addition, but it is believed that the immediate aim is a capacity of 1,000 cars a day. In the face of the greatly over-sold condition which prevailed throughout the entire year just past, it is not unreasonable to assume that this number mentioned could be absorbed easily by Dodge Brothers dealers.

Other units of the expansion programme are the new cyanide building, a million dollar addition to the power house, and a mammoth new closed body building. The latter is completed, several floors having been occupied for some time. It is estimated that the total investment represented by these additions, in buildings alone, will reach \$5,000,000. The erection of the body building in the short space of four months established a record.

(Continued on next column)

speed elevators, capable of travelling 400 feet a minute loaded. The building is heated by the indirect system, fans forcing the washed air down various ducts after it is heated by steam pipes on the roof. Fire protection is insured by 10,000 sprinkler heads. All stairs, the supervision of the factory's own construction department.

While this unit is an enormous building in itself, it is in reality only half a building. The other half was completed two years ago. Taken as a whole, the building is one of the largest single factory units in the world with a floor area of a million square feet. It will be devoted entirely to the production of all steel bodies—a type of construction originated by and for Dodge Brothers.

## THE DUNLOP CORD MOTOR CYCLE TYRE



A welcome addition to the range of Dunlop Tyres.

The Motor Cycle tyre specially designed for heavy wear.

Supplies of 28 x 3 Cord Motor Cycle Covers can be obtained from

J. Gibbs & Co., Alexandra Buildings C.704  
(Sundays and Holidays)

AND FROM THE

**DUNLOP**  
Rubber Company, (China) Limited.

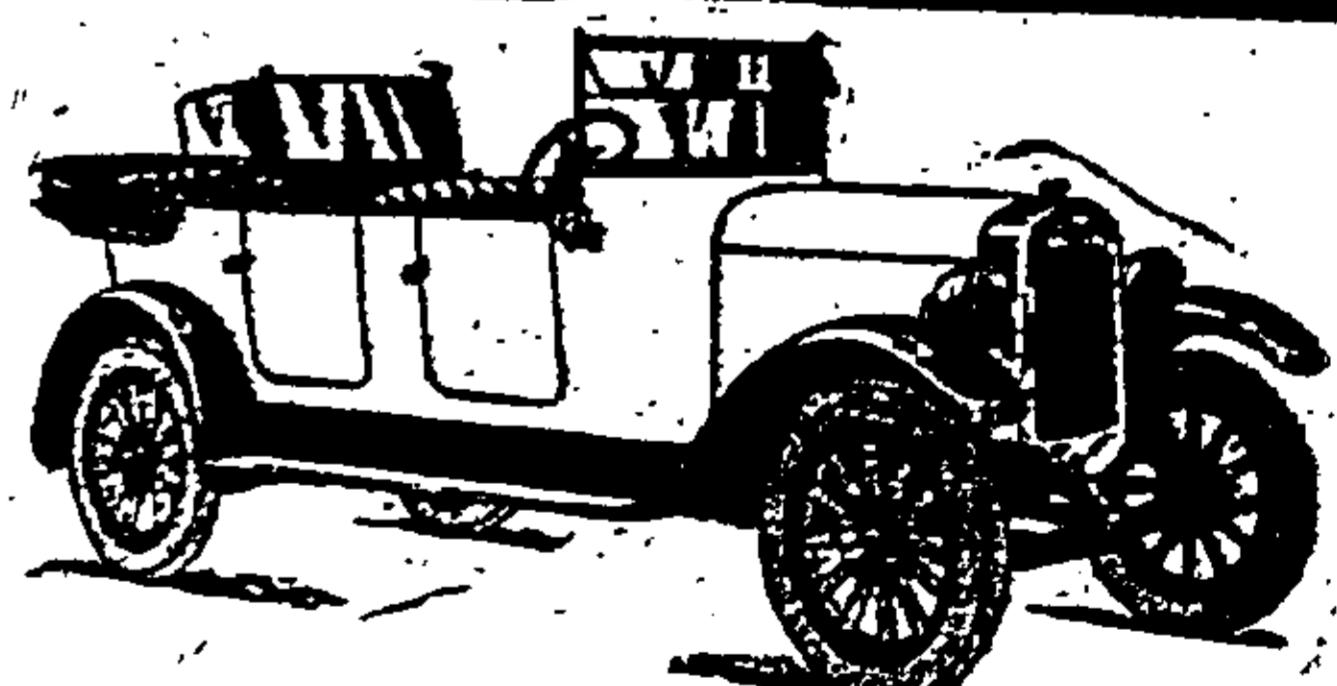
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## MR. CAR OWNER!

Why not send us those LAMPS,  
FITTINGS, etc. from your car  
and let us make them like new?

THE ELECTRICAL DEPARTMENT  
OF THE HONGKONG HOTEL.  
EXPERTS IN PLATING.

THE HONGKONG AND SHANGHAI HOTELS, LTD.



## BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices.

Immediate delivery can be given on 20 h.p. Touring Models.

**Austin**

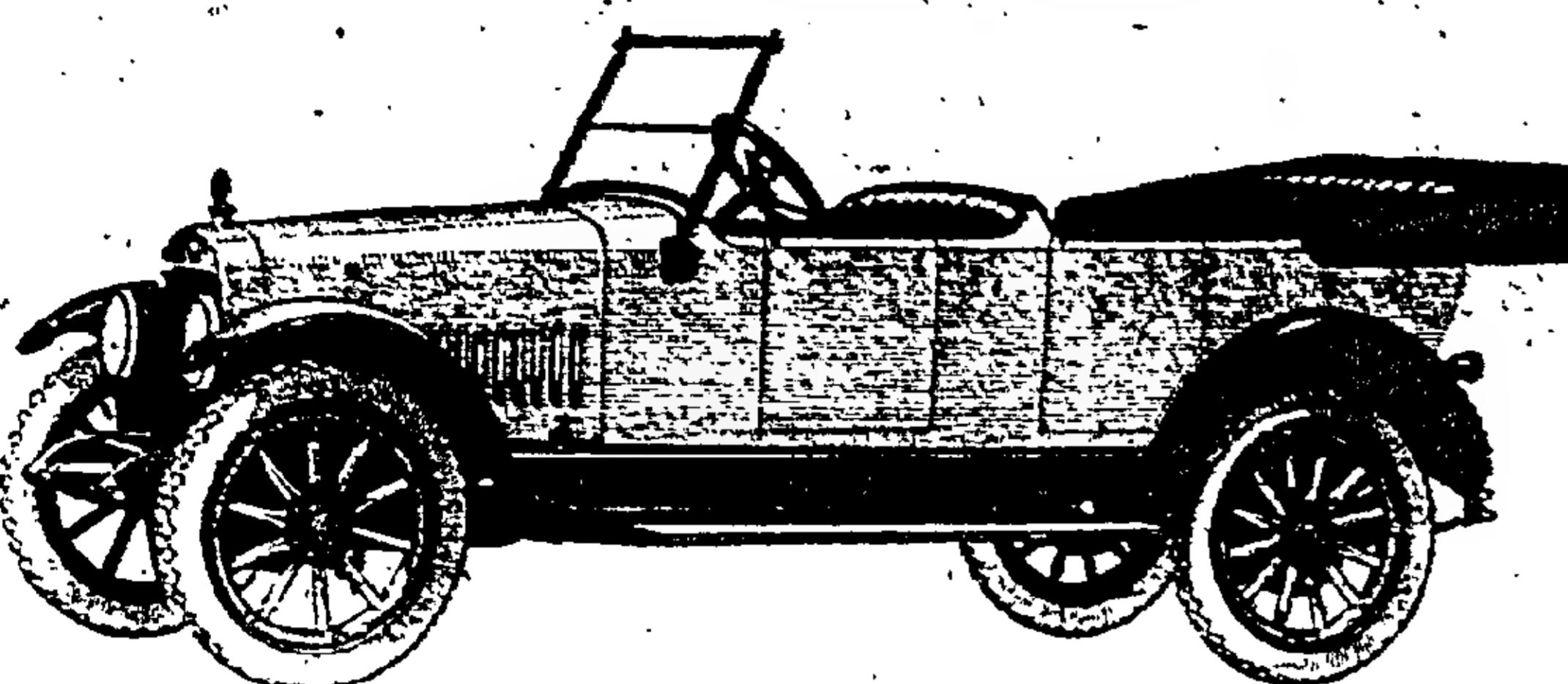
Prompt shipment on all other models.  
Catalogues may be obtained from the

SOLE AGENTS:

**Alex. Ross & Company**

Bank of China Building, Middle Road,  
Tsimshatsui, Kowloon, Hongkong.

## HUDSON



## Compare It With The Costliest Cars

You find comparison for Hudson quality only in the small group of fine cars that stand at the very front of mechanical excellence. But do you compare its price at \$4,000 with theirs?

The reliability of the Super-Six chassis is famous. Controls are simple. It requires little care to keep in top condition.

With endurance and performance proofs that have never been equalled, it gives a price saving of hundreds of dollars over cars of comparable quality.



## ESSEX-BUILT BY HUDSON:

4-passenger Touring ..... \$3,600



## HUDSON SUPER-SIX PRICES:

4-passenger Touring ..... \$3,900

7-passenger Touring ..... \$4,000

(Above prices include five cord tyres on five wire wheels.)

## The DRAGON MOTOR CAR Co., Ltd.

Latest Models on View at our Show Rooms and Service Station  
Wong Nei Chung Road, Happy Valley. Telephone Central 3950.

## THE LIMIT OF CAR SPEED.

## Problems that Face the Racing Designer.

Is there a limit to the speed at which a car can be made to travel? And, if so, have we nearly reached it?

In the car that is built for speed there is a maximum beyond which it cannot go. Why? Is the engine power insufficient, or is there some other means beyond the mere increasing of power by which the speed range may be extended?

The limiting factor is not so much lack of power, or too high a weight-to-power ratio, as lack of adhesion of the tyres to the road or track, says a Home writer. He proceeds:—

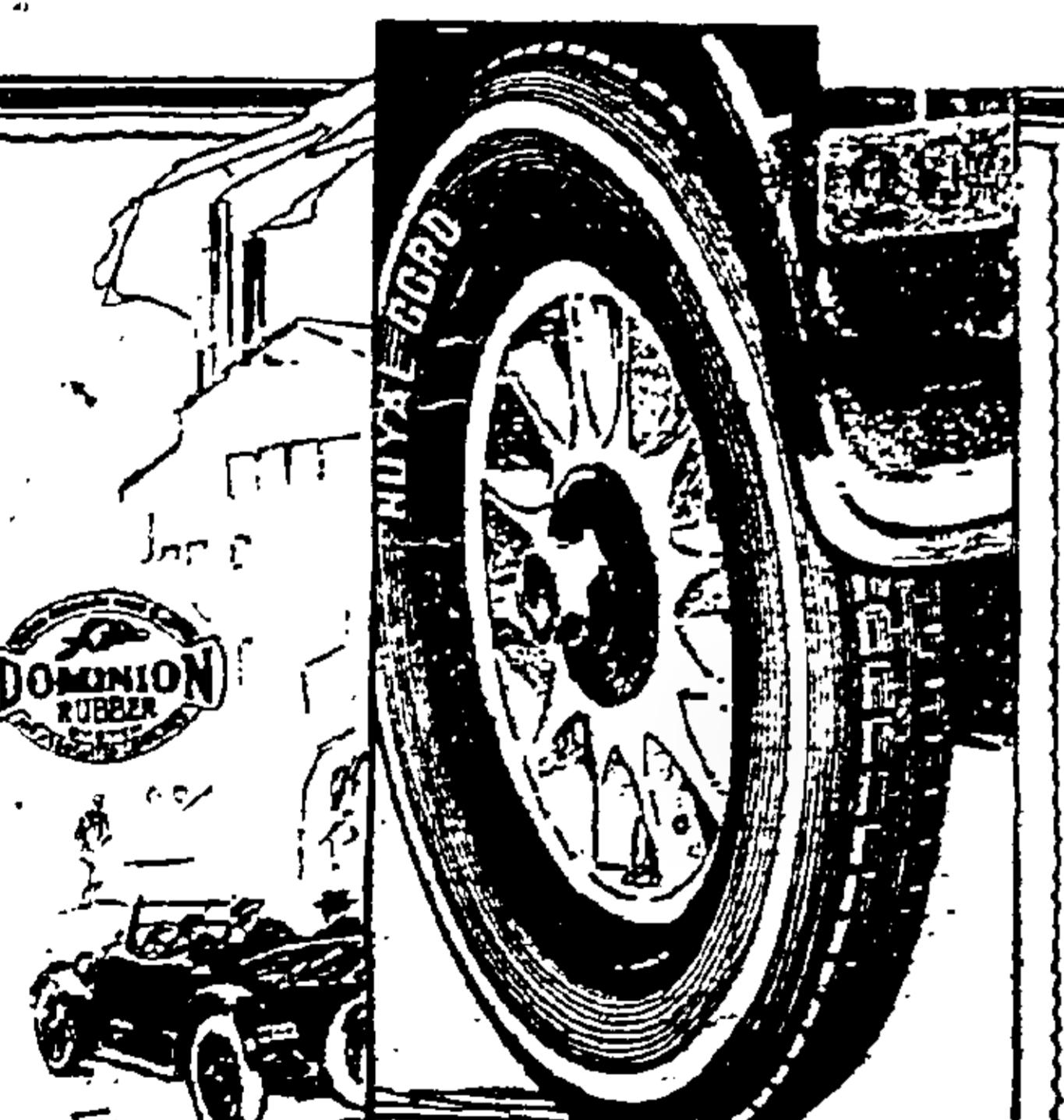
## A SERIOUS FACTOR.

We have reached the point at which this factor is becoming really serious. Wind resistance can be met to a certain extent by scientific "stream-lining," and all the necessities for propulsion at speeds, to mention which would be inviting accusation of exaggeration, are available. But what is the use of making the driving wheels buzz round faster and ever faster if they refuse to bite the road?

The problem appears to be that the weight of the car must be kept as low as possible in order that a large surplus of engine power shall be available to give high speed, and yet sufficient weight must be left to keep the wheels in driving contact with the road.

## A SUGGESTION.

The thought occurs to one that as an inclined plane driven rapidly into the wind secures the lift of an aeroplane, a modification and reversal of the idea might serve to press down the wheels of a racing car. The scientifically inclined reader will probably object that the effect would be the same as that of increasing the weight of the car in offering resistance to propulsion. Perhaps he is right. Anyway, you can see that having achieved speeds in excess of two and a half miles a minute, the racing car designer faces some other problem.



A balanced tyre is as strong in all parts as in any one part  
Royal Cord Tyres are balanced tyres

United States Rubber Co. (S.A.) Ltd.  
Stocks held by the  
THE HONGKONG HOTEL GARAGE

Royal Cord  
A Dominion Tyre

THE HONGKONG & SHANGHAI HOTELS LTD.

## MOTORISTS AND RADIO FANS.

MOTORISTS Try an expert mechanic for the overhauling of your engine. Valves and Carburetors adjusted. Engines tuned to "perfection." Repairs carried out in your own garage. Lessons in driving any motor vehicle.

RADIO FANS Tuition in Radiography. Complete installations. Apparatus for sale at really bargain prices. Crystals, Valve and Knock-down sets. Spare parts.

For particulars, please apply to P. O. Box 635.

## MY JOB.

No bard, of these or olden days  
Has ever sung a word of praise  
Of my profession;  
So please excuse—if I should seem  
A trifles bold upon this theme—  
This one digression.

My job is selling motor cars  
To common folks and movie stars—  
Just transportation.  
Tho' that be much it is not all,  
For I sell Summer, Spring, and Fall  
And Inspiration.

I sell the highway, winding far,  
To wind-swept beach and sandy bar  
Where wild waves wander  
And beat, with never ceasing moan,  
On rocky cliffs and walls of stone  
In tones of thunder.

I sell the woodland, in the spring,  
Where flowers bloom and wild birds sing.  
And love supernal  
Comes flooding back to every breast  
Just like the birds return to nest  
With hope eternal.

I sell the rock-ribbed mountains high,  
Where snow capped peaks, against the sky.  
In bold relief stand out;  
Where Nature's fiercest battles crash,  
Where thunders roll and lightnings flash,  
And crags are all about.

I sell the limpid babbling brook,  
With mossy dell and shadowed nook,  
Where Cupid hides at eve;  
Where bashful youths become more bold  
And whispered tales of love are told.  
And maidens, coy, believe.

I sell the forest's beauty, rare,  
When Autumn's breath is in the air,  
And leaves are red and gold;  
When all the landscape is aglow  
With colour which no brush may show  
Or artist's canvas hold.

I sell, with unalloyed delight,  
The sun-set, with its shafts so bright  
Of purple, red, and blue;  
As vagrant clouds reflect the glow  
On mountain tops and tint the snow  
A brilliant crimson hue.

With every single sale I've tried  
To sell a thousand joys beside,  
So, when my work is o'er  
And I have crossed the River Styx—  
I'll find a superb single six  
Right there upon the shore.

And good St. Peter, with a smile,  
Will say, "We've waited quite a while  
For you to claim that cart.  
You've earned, without a single doubt,  
A perfect right to 'let'er out'  
So crank it up and start."

And then I'll "slip it into high"  
And motor off across the sky,  
On roads sublimey fair;  
And search the realm, celestial,  
For grander scenes, which I can sell  
To other folks up there.

—Roy Cooper in the "Motor World"

## DOUBLE LOCK FOR DODGE CARS.

It is expected that thefts of Dodge motor cars will be greatly reduced by one of the improvements which Dodge Brothers have incorporated in their newly-designed cars. It is a Yale lock built into the transmission, making it possible to double lock the car when idle. The lock is fixed in the floor, within easy reach of the driver.

materially to increase the speed of his vehicles.

So far as power is concerned, the problem is akin to that of the steamship; doubling the power gives a disproportionately small increase in speed, and the greater the initial speed that it is desired to increase, the more emphatic is the "dis" of the proportion.

## WHAT'S THE GOOD?

And, after all, you will say, what is the good of it all? Racing cars are already capable of speeds far in excess of anything that can be usefully applied by ordinary people for ordinary purposes. I will not resurrect the "improving the breed" argument although it is sound enough, but will reply by asking you what is the good of swimming the Channel?

There is not the slightest practical value in the performance, and yet I'll bet that more than half of you got quite excited when having read the motor article you discovered that the feat had been accomplished once again. No takers? No, I knew I was on something better than a "cert," in the St. Leger.

To accomplish a speed of, say, three miles a minute would be at least as interesting an achievement as the swimming of the Channel, with the added advantage that many of the lessons learnt in designing the car capable of that speed could be applied to ordinary cars for ordinary people.

YOU give your car every care it should have, perhaps save one. You may always thoughtlessly say, "Give me a quart of oil." Queer unexpected knock comes. Repair bills seem high and frequent. Operating troubles multiply. The repair man simply can't keep the engine sweet. You expected to keep the car five seasons. But the engine already shows signs of age.

All around you are men who don't turn cars in every season or two—who aren't constantly face-to-face with unexpected repair bills—who climb long hills easily and quietly even when the car is old.

They are the men who fondle their car a bit, keep them up well. And they are particularly careful about lubrication.

Have you ever noticed how many of them are enthusiasts on Gargoyle Mobiloil?

## NOW FOR ECONOMY.

People are learning that they have a right to expect more from their lubrication. More automobile owners will learn the lesson this year than ever before. More will wake up to the fact that incorrect lubrication doubles engine repair bills. Instead of saying "Give me a quart of oil" they will ask for the correct grade of Gargoyle Mobiloil.

## USE ONLY



## Mobiloil

Make the chart your guide

## NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

## NERACAR



## "SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness, and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease, and oil. The "NERACAR" answers all these requirements, and its gasoline consumption is one gallon to 100 miles!

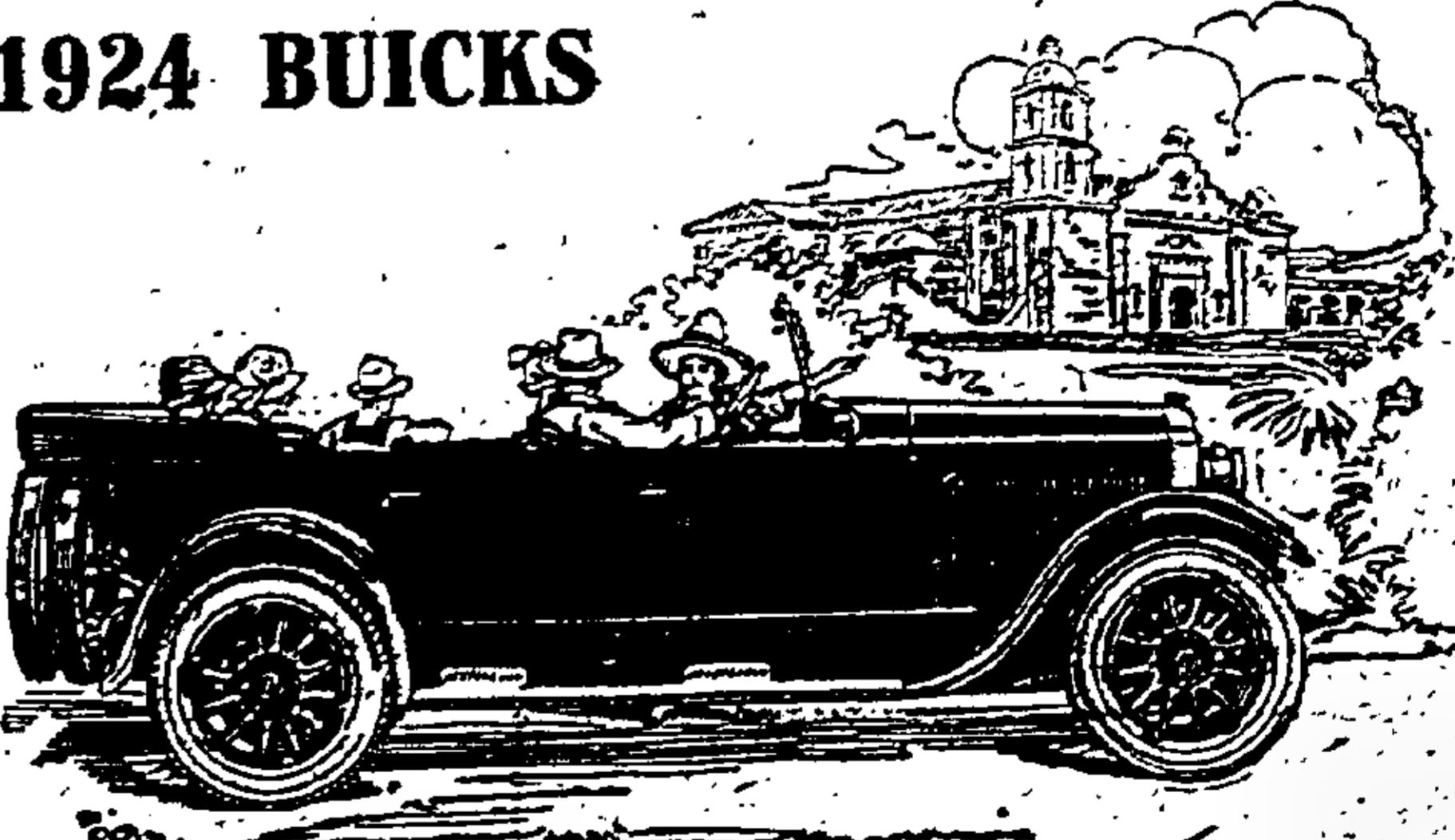
Write or call for demonstrations

## De Sousa &amp; Company, Limited.

Sole Agents for South China

2nd Floor, St. George's Building, Telephone C. No. 1284.

## 1924 BUICKS



## THE SHIPMENT OF BUICKS

Recently advertised in these columns, duly arrived on November 20th and

## HAS ALREADY BEEN SOLD

We are now booking orders for the next shipment due to arrive on the S.S. "PRESIDENT JACKSON" TO-DAY.

BY BOOKING NOW YOU WILL AVOID DISAPPOINTMENT

The Hongkong & Kowloon Taxi-Cab Co. Ltd.

KOWLOON'S NEW CLERGYMAN.



The Rev. G. E. Arrowsmith, the new assistant clergyman of St. Andrew's Church, Kowloon.

## OUR WATER SUPPLY.

(Continued from Page 1)

The main conduit conveying the water from these six reservoirs will start from No. 2 Dam and will run as an open conduit for 2,800 feet at an approximate height of 430 feet above sea-level. It will be constructed along the western side of the Shing Mun Valley. The water will then enter a tunnel, 2,400 feet in length, which will pierce Smuggler's Ridge and emerge in the valley above Gin Drinker's Bay discharging into an open conduit 2,000 feet in length. Piercing Golden Hill will be another tunnel, 4,350 feet in length, and discharging into an open conduit. In the lower Shek Lai-pui Valley will be the site of the filter beds and service reservoir. In the main valley above the open conduit, and between the two tunnels, will be constructed a small reservoir capable of discharging into either of the existing Kowloon reservoirs or the Shing Mun conduit. As the water from the Shing Mun valley will be of a high standard of initial purity it is probable that pressure filters will be installed in place of the usual slow sand filters, thereby effecting economy in building and operating expenses. From the filter beds, the water will be conveyed to Hongkong, as outlined above, but it remains to be added that when this new supply is made available considerable attention will probably be required in the distribution system of the city, a matter which is now engaging the consideration of the water authorities.

## THE PUMPING SYSTEM

The foregoing outlines briefly, the gravitation portion of the scheme which will give an average supply of approximately 11 million gallons per day throughout the drier known period. When this rate of consumption is reached, the pumping section of the scheme—the low-lying reservoirs—will require to be put in hand. These comprise:

Dam No. 1. This dam, 350 feet above sea-level, will have a length of 502 feet, a depth of 100 feet and a capacity of 400 million gallons. It will be served by a catchment area of 502 acres and will take 35 inches of effective rainfall to fill it, but, if found necessary, this catchment area can be nearly doubled by means of a small catchwater. The dam will be situated in the Shing Mun Valley on the Shatin side of Smuggler's Ridge, and below Dam No. 2.

Dam No. 6—This will be situated on the up-stream side of Tai Wai village and will be 100 feet above sea-level. It will be the biggest reservoir in the whole scheme, its length being 1,740 feet, its depth 85 feet and its capacity, 1,700 million gallons (larger than Tyam Tuk). The direct catchment area is 1,203 acres, but by catchwaters a further 816 acres can be added, making 2,019 acres in all. It will take approximately 37 effective inches of rainfall to fill the reservoir but overflow from the gravitation reservoirs will, of course, be intercepted by Dams No. 5 and 6.

The pumping station for these two dams will be situated below No. 6 Dam and pumping mains will run along the south side of the Valley to the gauge basin at the mouth of the tunnel, first Williams' Medicine Co., 60 Kiang-mentioned above. The distance is 60 miles, Shanghai.



## Danger lurks

Wherever there's a crowd there's danger. Pop an occasional Evans' Antiseptic Throat Pastille in the mouth, and however busy seems the stale atmosphere contains you are safe. Evans' Pastilles kill all microbes of bronchial diseases. They never touch your lungs if you take them.

**EVANS'**  
ANTISEPTIC THROAT  
**Pastilles**

Sold by Chemists: Evans Sons, Lister & Webb, Ltd., Liverpool, England. Made to the formula of a special list of the Liverpool Throat Hospital. Look for the raised bar on every Evans' Pastille.

— and —

**NEW STOCKS**  
of Shirts  
Pyjamas  
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in weights suitable for all seasons.  
Call and inspect our stocks before deciding.

**Mackintosh**  
& CO. LTD.  
MEN'S WEAR SPECIALISTS  
Alexandre Building, Des  
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**NEW GOWNS**

TEA FROCKS  
EVENING GOWNS  
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Next Cafe Wiseman. P.O. Box 530, Telephone 2313.

**REPULSE BAY HOTEL**

**SPECIAL NOTICE**

**FANCY DRESS  
DINNER DANCE**

on  
SATURDAY DECEMBER 8th

Tables for above may now be booked at  
the Hongkong or Repulse Bay Hotels.

THE HONGKONG & SHANGHAI HOTELS LTD.,

**AFTERNOON AND EVENING  
GOWNS.**

Call and inspect  
the latest  
Paris Creations.  
And be convinced of  
the moderate prices

AT  
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No. 8, Queen's Road Central, 1st. Floor  
Telephone Central 388.

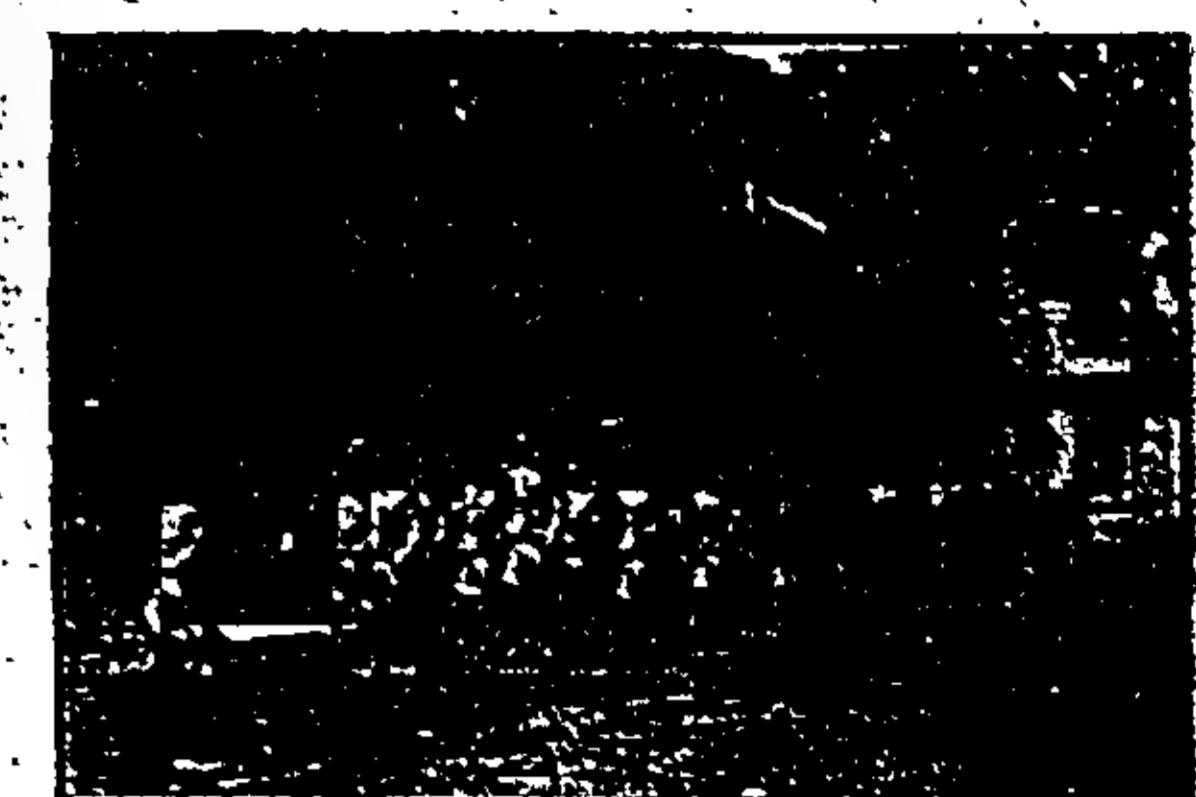
Just received a consignment of  
**"GERMOL"** for the Hair  
to be obtained at the  
**COLONIAL DISPENSARY**

Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

# CAMERA NEWS.



The Scottish Company of the Hongkong Volunteer Defence Corps. Photo: Ming Yuen.



Scots Volunteers returning to headquarters  
after Sunday's church parade.  
Photo: Ming Yuen.



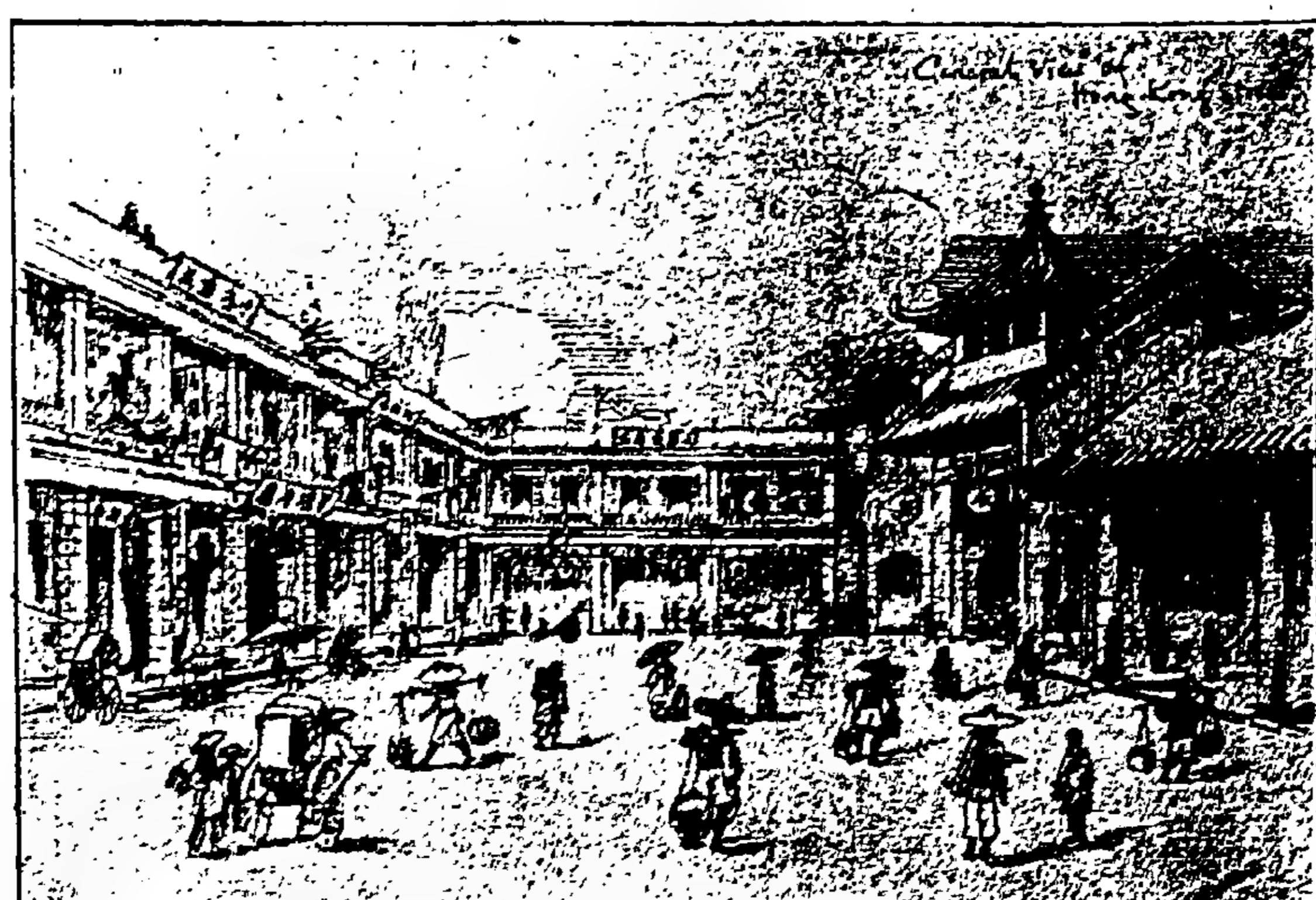
Capt. Cross and his bride. Photo: Ming Yuen.



Group taken at Government House after the wedding of Capt. Cross and Miss Denison.  
Photo: Ming Yuen.



H.E. the Governor and Mrs. Denison leaving the Cathedral after the Cross-Denison wedding. Photo: Ming-Yuen.



This sketch gives an excellent idea of how the Hongkong street at the British Empire Exhibition will look.



Close-up view of Hongkong's street at the British Empire Exhibition.

# WOMEN'S INTERESTS



This is the latest and favorite portrait of Viscountess Curzon, American wife of Viscount Curzon, British diplomat. They were married in 1916.

## YOUR DANCE SLIPPERS.

The latest evening shoes that are intriguing Paris are those made of satin or crepe de Chine. Very thin white chiffon velvet hand embroidered in tiny glass or is to be very popular this year. Steel beads to match the many for wedding gowns, and naturally bead-embroidered dresses that this luxurious material needs still prevail for evening wear little in the way of trimming.



The very newest vagaries of pleats are shown in these two frocks for autumn.

One has a new kind of apron tunic—three pleated flounces. The other has a full length pleated front panel and wide lace-pleated sleeves.

There are some charming white satin shoes worked with trails of tiny flowers, carried out in raspberry-coloured crystal beads, which look very smart when worn with a white or red evening gown.

White kid court shoes strapped or trimmed with appliques of gold or silver kid are a novelty de luxe that are enjoying a popular vogue, as are also shoes of gold or silver brocade, trimmed in the same manner.

Black satin shoes worked over with dazzling paste or diamante trimming, that often show single stones hammered into the satin are to be seen.

## FASHION NOTES.

Hand-painted flowers are effective and novel trimmings for bouffant gowns of moire or satin. The latest evening shoes that are intriguing Paris are those made of satin or crepe de Chine. Very thin white chiffon velvet hand embroidered in tiny glass or is to be very popular this year. Steel beads to match the many for wedding gowns, and naturally bead-embroidered dresses that this luxurious material needs still prevail for evening wear little in the way of trimming.

Some of the most lovely lingerie recently displayed is of green georgette trimmed with black shadow lace and black ribbon.

Ostrich feathers used most becomingly on bouffant frocks, particularly those in blue or pink.

In contrast with the large feather fan that have been so decorative with the plain type of evening gown, are small ones of lace or spangles, mounted on delicate sticks of carved ivory.

Fur bands running from shoulder to hem are seen on many of this season's most attractive frocks.

Peacock shaped trains are noticed on some of the newest evening frocks and they spread out in a circular line instead of the straight, narrow ribbon effect to which we have become accustomed.

Earrings of amber with long drops are naturally popular since bands of these stones have become so smart.

Dull blue velvet is made into the most effective frocks this season by combining it with gold and silver tissues.

## ATTRACTIVE PUFFS.

The ubiquitous powder puff has learned to be discreet when not in use, and hides itself away in the most out-of-the-way places. It will be found in the top of an umbrella handle, when the knob has been made to fly open by the touch of a spring. It will be found in the handle of a fan fitted with a flat-looking plaque, intended, one would suppose, exclusively for the monogram. It will be found inside an innocent feather motif strapped on to the wrist, which opens out like a bag to disclose the puff inside.

## QUAINT AMULETS.

Amulets, suspended from the neck on a slender ribbon or cord, find great favour with many women just now, and those who like to be distinctive are delighted with the novelties that the autumn season has brought with it.

A grotesque Chinaman in bright colours is approved by some wearers of luck-bringers, and another taste that may seem odd to the fastidious is for the spider and spider's web, in ivory or composition, which is also to be seen. The web is delicately wrought, and the spider, surveying his work from one corner of it, is less terrifying than his prototype in real life, in spite of his bright emerald eyes.

Monograms and Christian names are also worn in the same way, and so are painted plaques of pretty scenes or curious designs.



The beltless dress that is ever so slightly modified to one's figure is the very newest dress of all. Sketched is an attractive model with a clever way of joining blouse and skirt and a trimmable square necktie that is most becoming.

## THE LATEST FANCIES IN DANCE FROCKS.

The dance frocks of to-day can be placed in two categories, the velvet, moire or any of the silk stiff little bouffant frocks, made crepes are used, and they are cut generally of taffetas, and the soft, long and clinging, sometimes so clinging sheath frock, made in such a way that they are far from some supple material. There is being practical for dance wear, always a great demand for the former type, as it is easy to wear and most practical for actual dancing. The hips are slightly puffed by a padding of stiff muslin, and not wire as used to be the case when this old-new style was first reintroduced. The plain, flat bodice finishes in a point at the waist and is devoid of all trimming other than a single flower, or a knot of tulle on the shoulder or at the waist line.

Panels of tulle, or an apron front of tulle, are sometimes added to frocks of this kind, and the effect is good. One such model had an apron front in tulle stitched all over with tiny bunches of feather strand, held together with a flat diamante band. The effect of this was delightfully fluffy and fairylike.

White is most popular as a colour, and after this, all pastel shades.

The girl who aims at being well groomed in every detail always carries a small fan or a vanity bag, that is chosen to tone with the colourings and details of the rest of her toilette.



The fashionable figure for the fashionable gown is slim and uncluttered.

The "Princess" lines are on their way, but they are worn without stays and consequently have not the stiffness of the Princess silhouette of other days.

## DAINTY NECKWEAR.

To be fashionable nowadays, neckwear must be fuzzy and fluffy, and its main purpose in life must be to soften the face of the wearer and relieve the severe line of the no-collar dress. Crepe georgette, printed, nimon de soie, silver or gold lace, or the charming silk muslin known as "lingerie mu-lin" are the materials mostly chosen for this use. As well as collar, a combination of dainty vest and collar is also much worn.

The Pope's collar, as the deep bertha form of collar is called, is still being worn a good deal; pleated, frilled, or left plain, it makes a good finish to a plain dress, and does not need cuffs to match.

The "ham frill" collar, with tufts made along the same lines, is being shown on a number of the autumn frocks. This kind of collar is made either of a plain or a printed nimon de soie or crepe georgette, it is finely pleated, and held in place down the middle by a cute little ribbon band.

The narrow and double types of Peter Pan collars are being worn perhaps more than any other kind. They are being made up in all sorts of silk and muslin materials.

The high collar with the two outstretched wing ends, commonly called the "aeroplane collar," is being sold in all the big shops as an extra collar for fixing on to a dress.

Jabots, made of very fine silk lace or crepe georgette, are being worn with smart tailored suits. The little "modesty" blouse front, made of linen finely embroidered and edged with real lace, or of crepe de Chine finished with fine silk embroidery, is another craze of the moment in the matter of neckwear.

## DRESSING GOWNS.

Amongst the most attractive of the new dressing wraps are some loose wrapper-like robes made of that fine Shetland wool lace that dyed in lovely shades of lemon, cyclamen, and mauve, look so exceedingly attractive bordered with soft white rabbit fur.

Lined with chiffon, and simply held at the waist by a big crystal plaque button, or one of the new fur girdles, these new dressing gowns de luxe—which are generally worn with high-heeled mule slippers made of shaved white rabbit, with little white rabbit boudoir caps to match, are very cosy and delightful-looking, and promise to take the place of the once universally worn kimono dressing gowns.

## THIS WEEK'S RECIPE.

### Dropped Scones.

Required:  $\frac{1}{2}$  lb. of flour, 1 oz. of caster sugar, half teaspoonful each of carbonate of soda and cream of tartar, 1 egg, about  $1\frac{1}{2}$  gills of milk or sour milk, pinch of salt. Sift the flour, salt, carbonate of soda, and cream of tartar into a basin, add the sugar. Make a hollow in the centre, put in the well-beaten egg and the milk gradually, stirring in the flour. Beat well until the batter is light. Grease a hot girdle or frying pan and pour a tablespoonful of batter at a time on to it, leaving room for each to spread. When the tin is covered with bubbles, turn. When both sides are brown, they should be cooled. Butter while hot, and serve at once.



BY MARIAN HALE.

Do you wonder that the Parisienne clings to the little hat when you look at these models?

Each one sits firmly on each neatly coiffed head, and the most lively autumn wind cannot dislodge it and spoil the effect, or coax the little tendrils out to play.

The conventional black satin turban of this season is inevitably accompanied by a jewelled pin, and the new model turbans frequently have a touch of colour, and possibly a tassel that reaches below the shoulder.

The cloche allows any slight trimming or variation that does not interfere with the line, and the shorter the brim the better.

## NOVELTIES.

### Latest from the Parisian Shops.

Among the novelties of the season are earrings and necklets made of a rich-looking composition that imitates perfectly the Australian black opal. Earrings of mother-of-pearl and of lapis lazuli are also popular. These, too, are designed in long "hobby" shapes.

Intricate designs, shoemakers are now turning out heels for dance shoes that are a dazzling blaze of pasted diamonds, or brilliant spots of brightly-coloured enamelled wood.

Enamel, in fascinating shades of blue, pink, and green, is being made up into powder, snuff, stamp, and other kinds of small boxes. These boxes are not only handy, but they also serve as an ornament to add a note of colour in a room. Knobs for

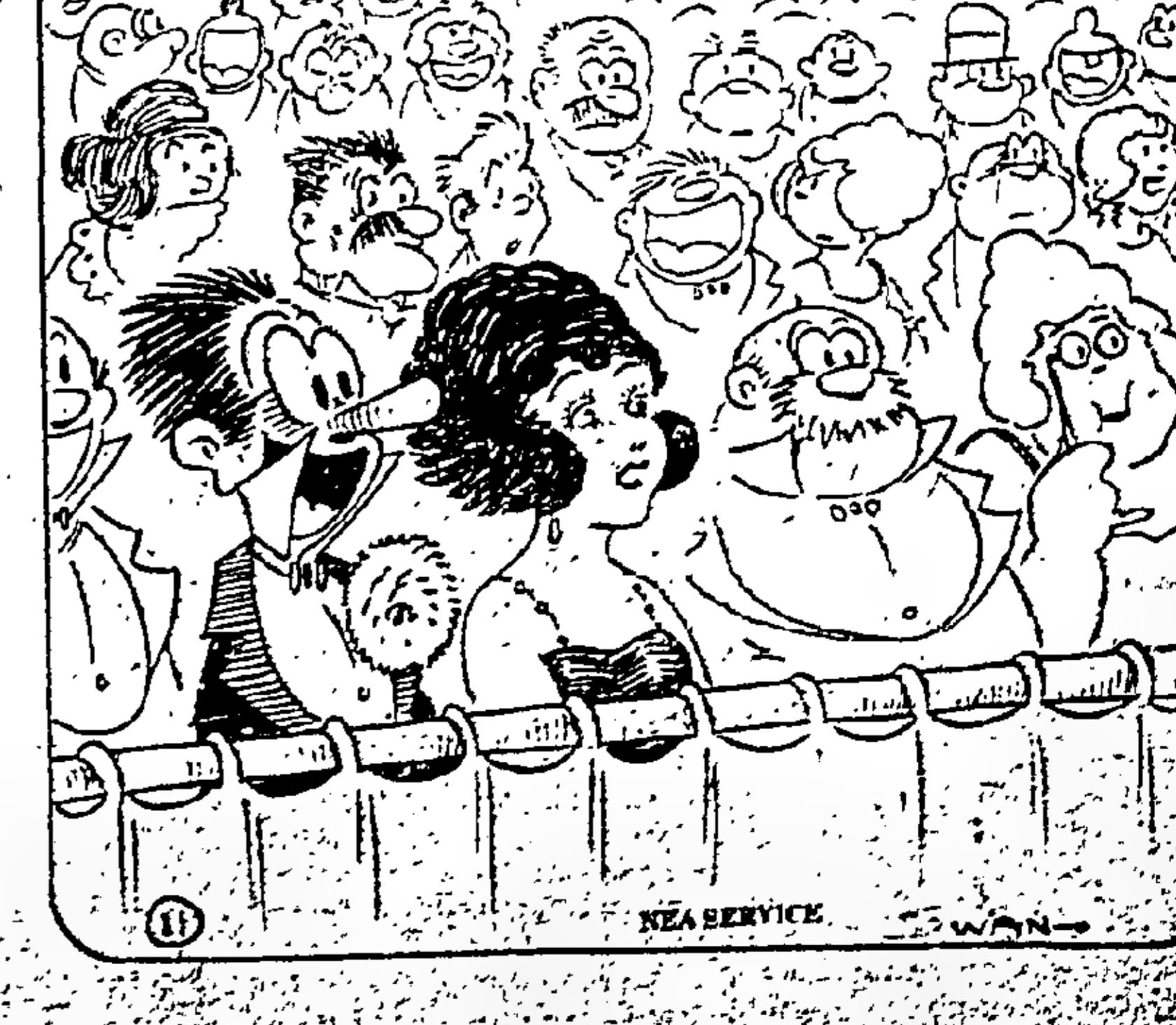
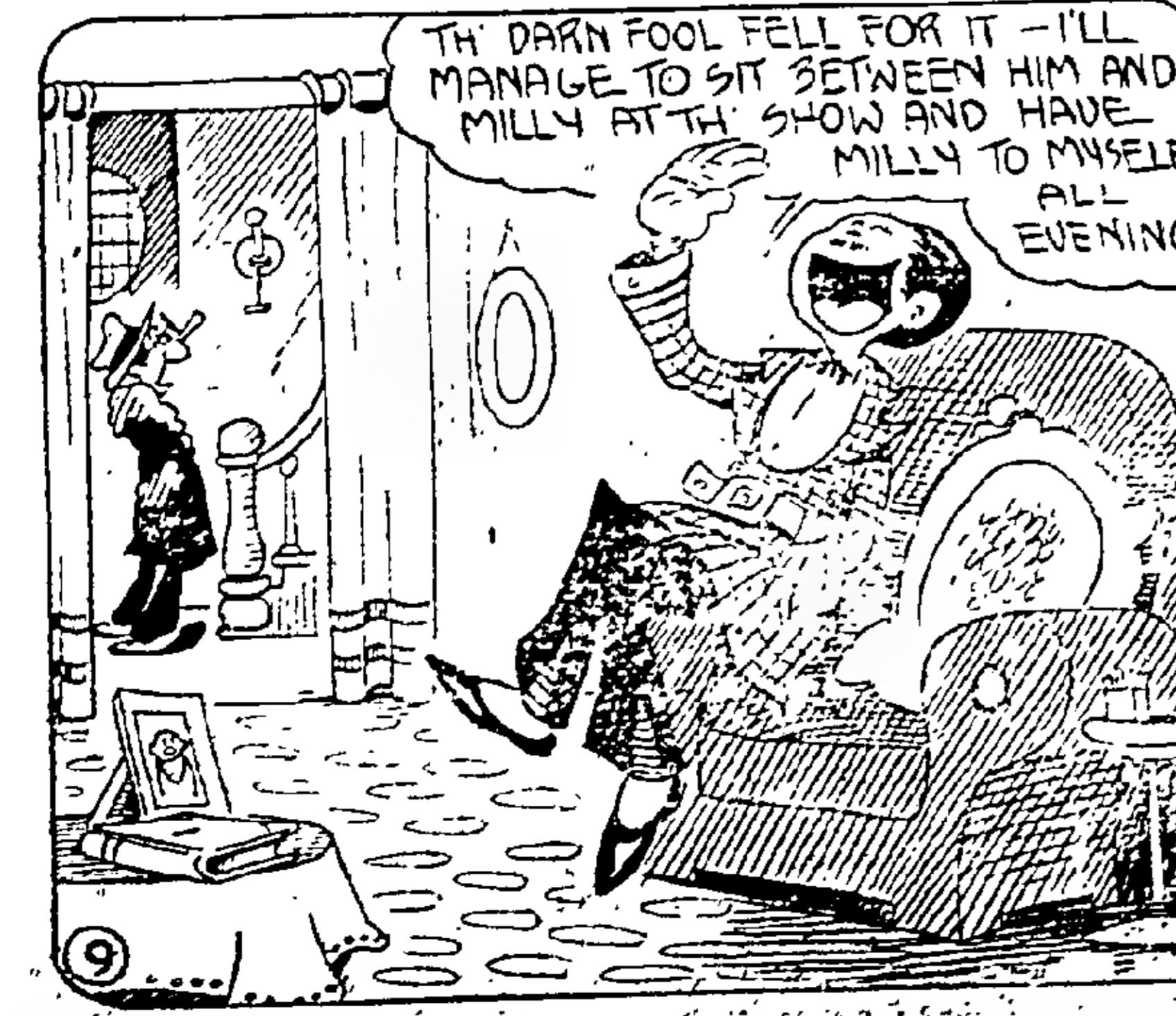
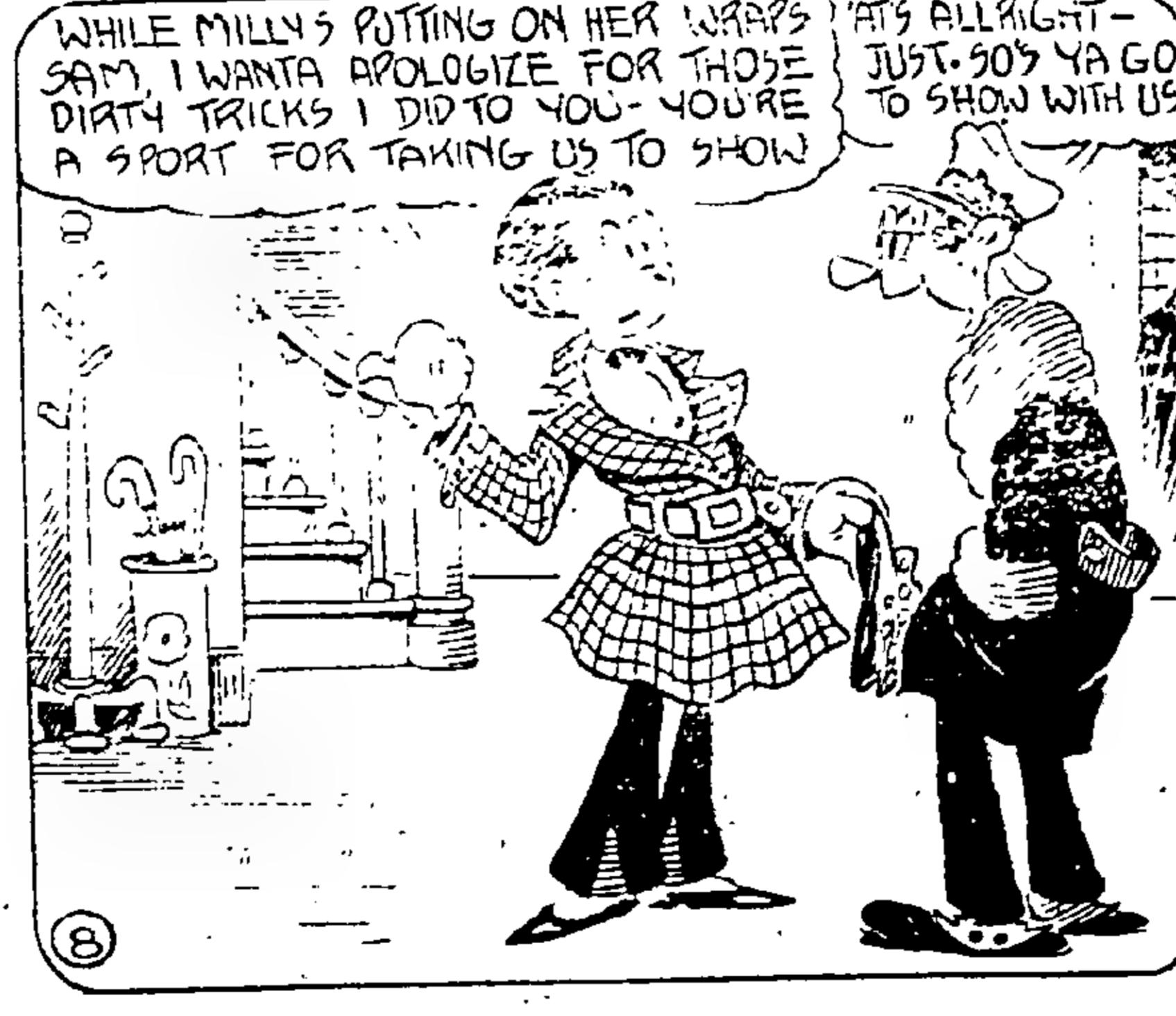
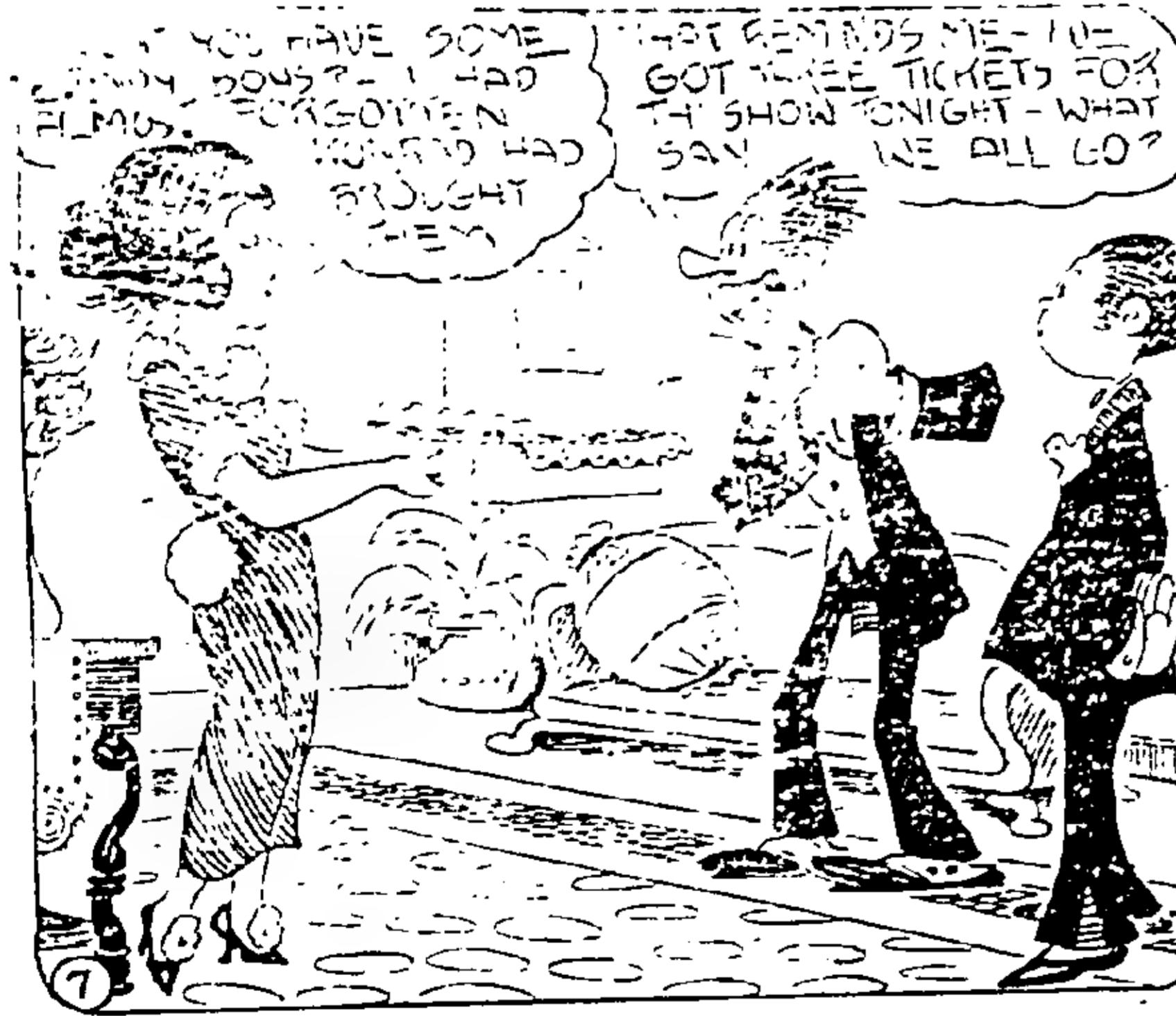
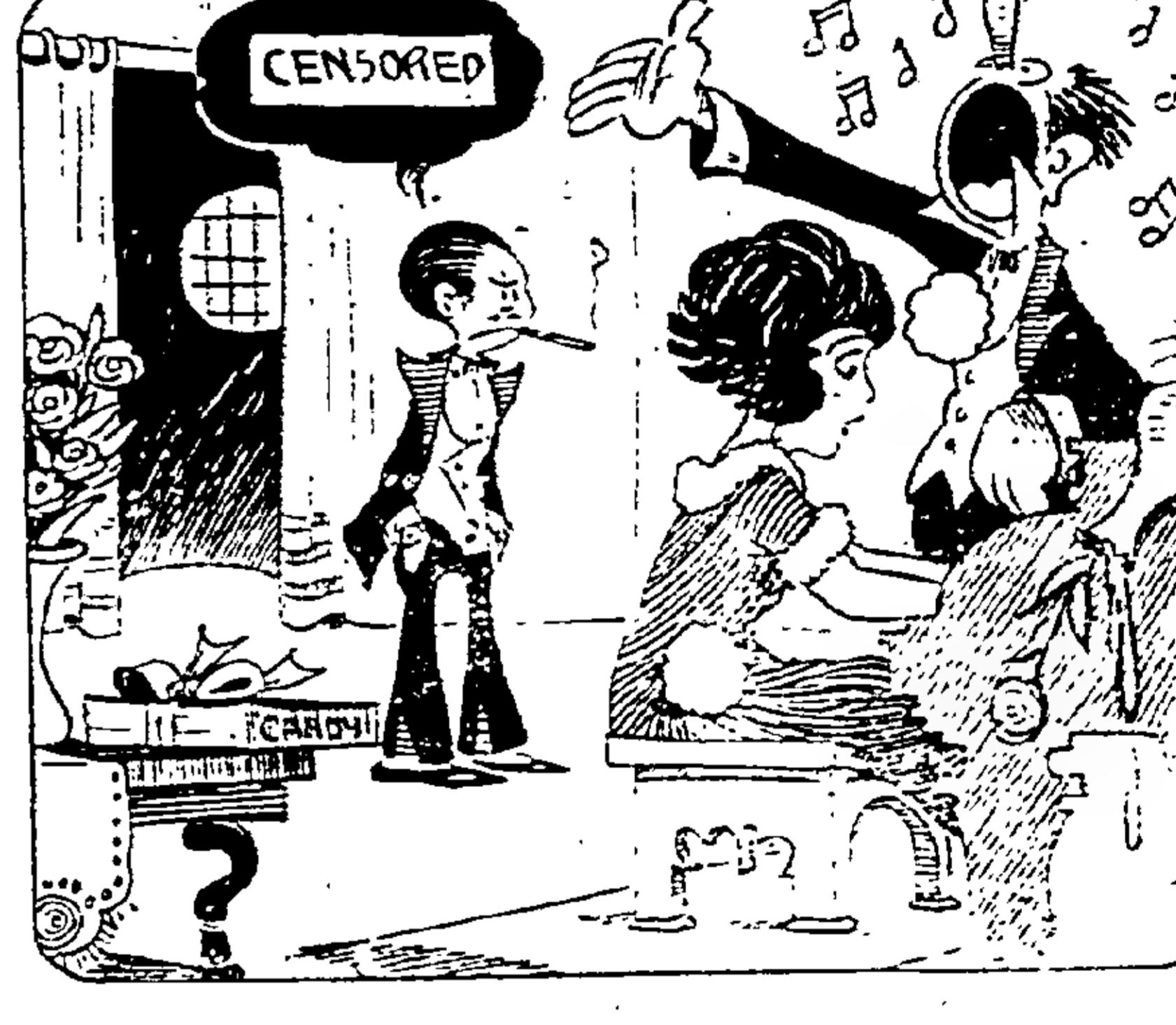
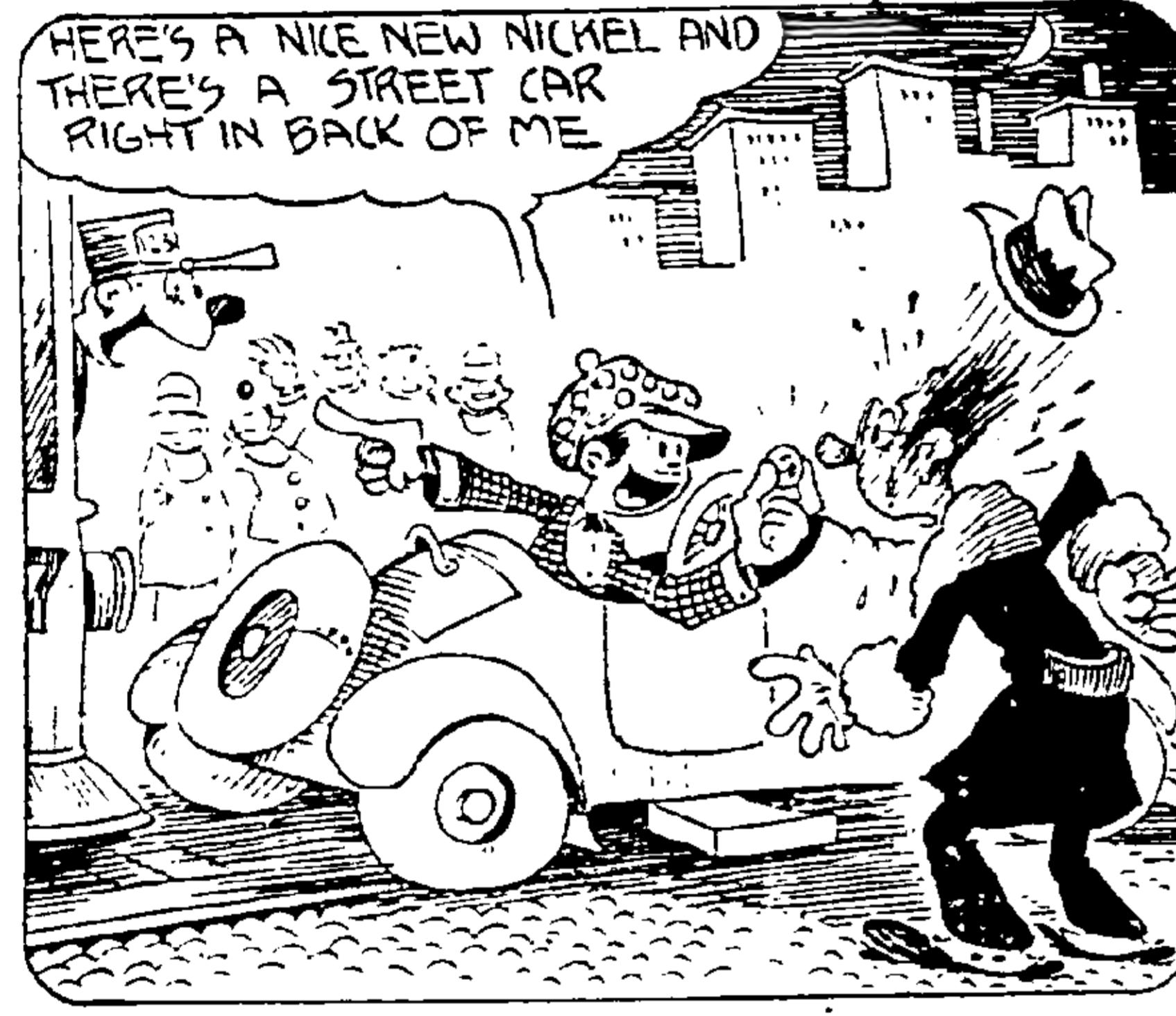
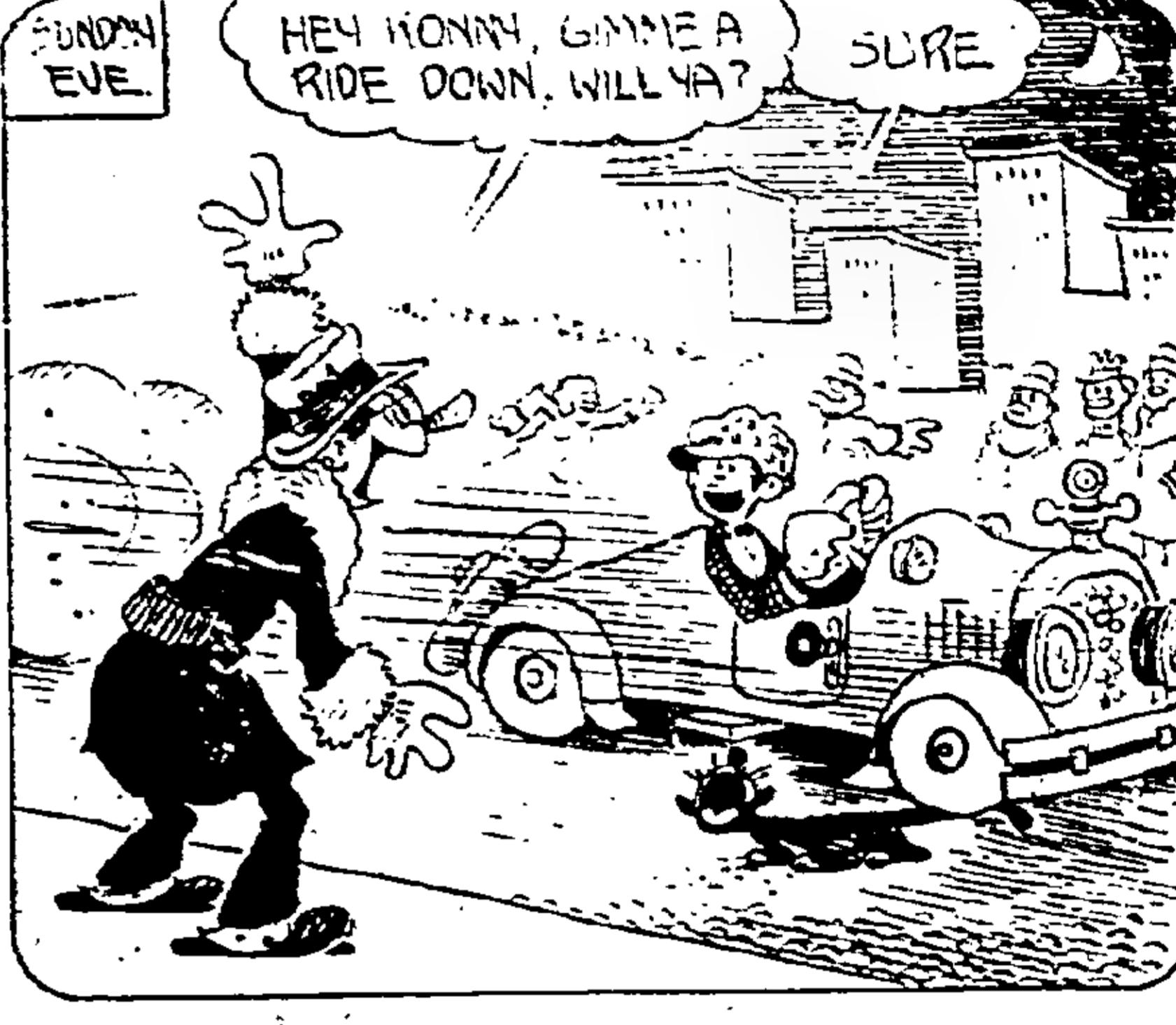


Mlle. Sandrina, Parisian girl of Italian origin, is considered by many artists as being the most beautiful model in the world.

The double pin, as a dainty electric bell, is coming back this delicate enamel work, so that this important practical detail of a room need not necessarily clash with the rest of the colour scheme of the decoration. Strings of beads are being used as shoulder straps for undies, so that, with the loose batiste-necked gowns, there is no danger of a piece of soiled ribbon showing even if the shoulders do slip down. These strings fit into a little loop fixed on to the waist, so that they are convenient for shoes to be fastened at leisure.

As though it were not sufficient for shoes to be fastened at leisure, however,

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KAISAR-I-HIND	1,430	29th Dec.	B'bay, M'les, London & Antwerp
KHIVA	19,097	12th Jan.	M'les, London & Antwerp
SICILIA	16,113	19th Jan.	Spore, Pang, Cbo & B'bay

## BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
TINDA	1,935	8th Dec.	Spore, Penang & Calcutta
TARADA	6,449	23rd Dec.	Spore, Penang & Calcutta

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
EASTERN	4,000	5 Dec. 11 m.	Manila, Thursday Island
ARAFURA	6,000	5th Jan.	Townsville, Brisbane
ST. ALBANS	4,500	2nd Feb.	Sydney & Melbourne

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